November, 1965

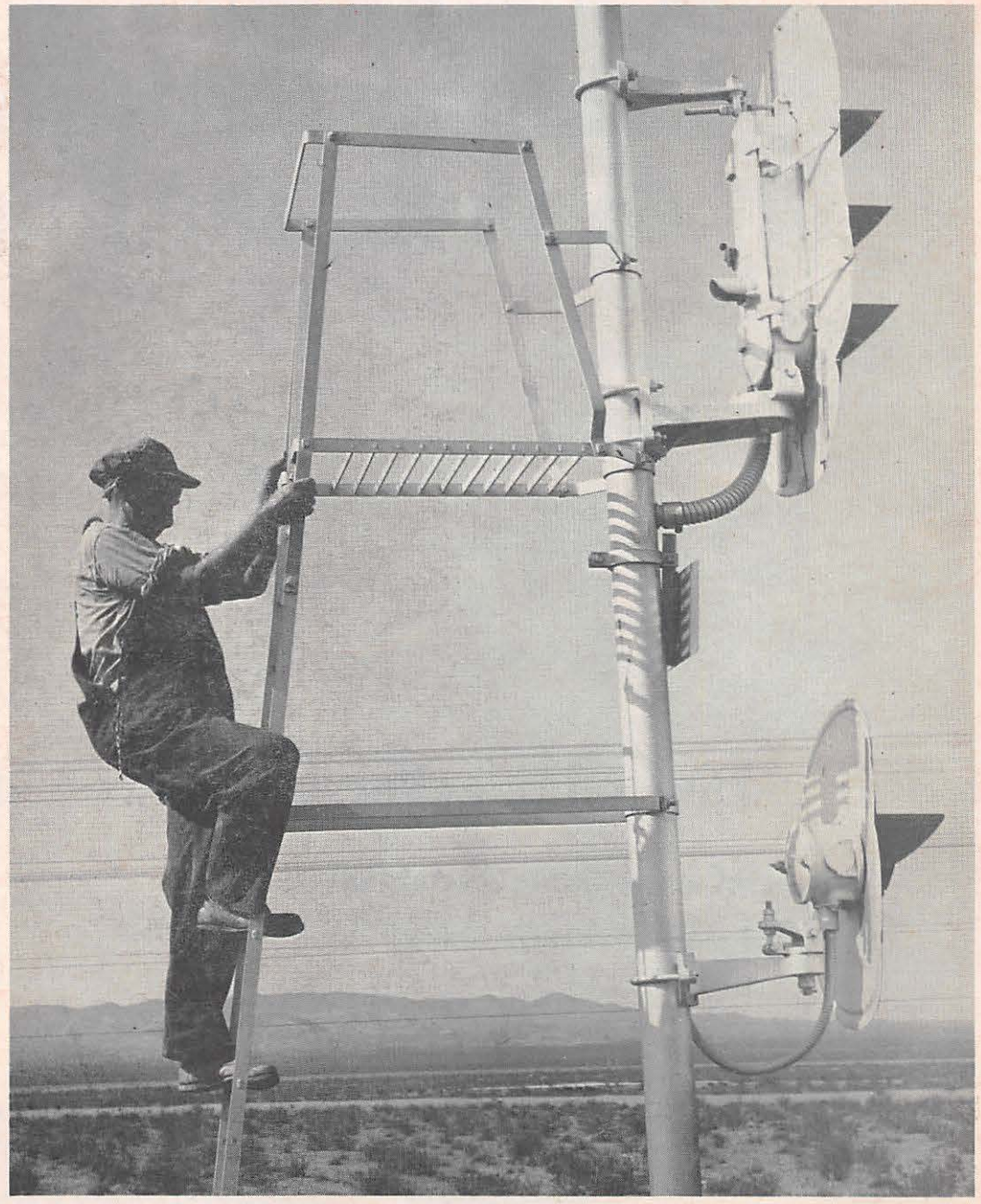
THE Signalman's JOURNAL

High Speed Ground Transportation Act Signed by President

Labor-Management Study Stabilization Agreement

Important Changes in Railroad Retirement Law

B of RS Financial Report



Cover Story

This photo shows Brother Odes Cantwell climbing one of the many signals on his desert territory in California. In the background one can see a portion of the desert and the mountains. Story on Page 283

Let us show you why more and more Signalmen are requisitioning

EVEREADY®

Primary Batteries all along the line!

Dependable • Versatile • Economical

- Copper Oxide Signal Cell Renewals
- Air-Depolarized Signal Cell Renewals
- "AIR CELL"® Box-Type Batteries

"Eveready" and "Air Cell" are registered trade marks of

UNION CARBIDE

UNION CARBIDE CORPORATION
CARBON PRODUCTS DIVISION
270 Park Avenue • New York, N. Y. 10017

In Canada: Union Carbide Canada Limited, Toronto

GRAND LODGE DIRECTORY

Jesse Clark, President
2247 Lawrence Ave.
Chicago, Ill. 60625

C. J. Chamberlain, Sec'y-Treasurer
2247 Lawrence Ave.
Chicago, Ill. 60625

Vice Presidents

C. S. Chandler
3180 Hargrove Lane
Florissant, Missouri 63033

P. T. Drummond
2247 Lawrence Ave.
Chicago, Ill. 60625

Carl K. Fields
400 First Street, N.W.
Washington, D.C. 20001

T. H. Gregg
Mail Address: Box 528
Bristol, Tenn. 37621
Telegraph Address:
Abingdon Highway
Bristol, Virginia

Gerald Orndorff
220 South State St.
Chicago, Ill. 60604

B. H. Steuerwald
Interstate Trust Building
1130 16th & Lawrence Streets
Denver, Colorado 80202

Grand Lodge Representatives

W. W. Altus
220 South State St.
Chicago, Ill. 60604

W. D. Best
2247 Lawrence Ave.
Chicago, Ill. 60625

M. B. Frye
2247 Lawrence Ave.
Chicago, Ill. 60625

W. B. O'Connell
400 First Street, N.W.
Washington, D.C. 20001

H. A. Stockdale
Apt. 3, 3895 Maplewood Ave.
Montreal 26, Que., Canada

A. N. Cotton
2515 Portage Ave., Suite 204
Winnipeg 12, Man., Canada

Board of Trustees

Wm. H. Lewis, Chairman
513 E. Third St.
St. John, Kans.

W. D. Wilson, Secretary
8 Andrew Place
Fair Lawn, New Jersey

C. R. Scott
15 Eleanor Gardens
Belleville, Ont., Canada

Affiliated with AFL-CIO and Canadian Labor Congress

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

NOVEMBER, 1965

Vol. 46, No. 11

IN THIS ISSUE:

High Speed Ground Transportation Act Signed 281

Cover Story

Desert Trials A Way of Life for Santa Fe Maintainer 283
By Donald Sims

New Growth Era for Rails 286

B. of R.S. Annual Financial Report 287

Labor-Management Study Stabilization Agreement 292

The Repeal of Section 14 (b) of the Taft Hartley Act 295
By Senator Paul H. Douglas

Important Changes Made In Railroad Retirement Law 301

Your Washington Reporter 302
By Eugene C. Zack

COPE Report 303

How To Buy 304
By Sidney Margolius

Local Lodge News 305

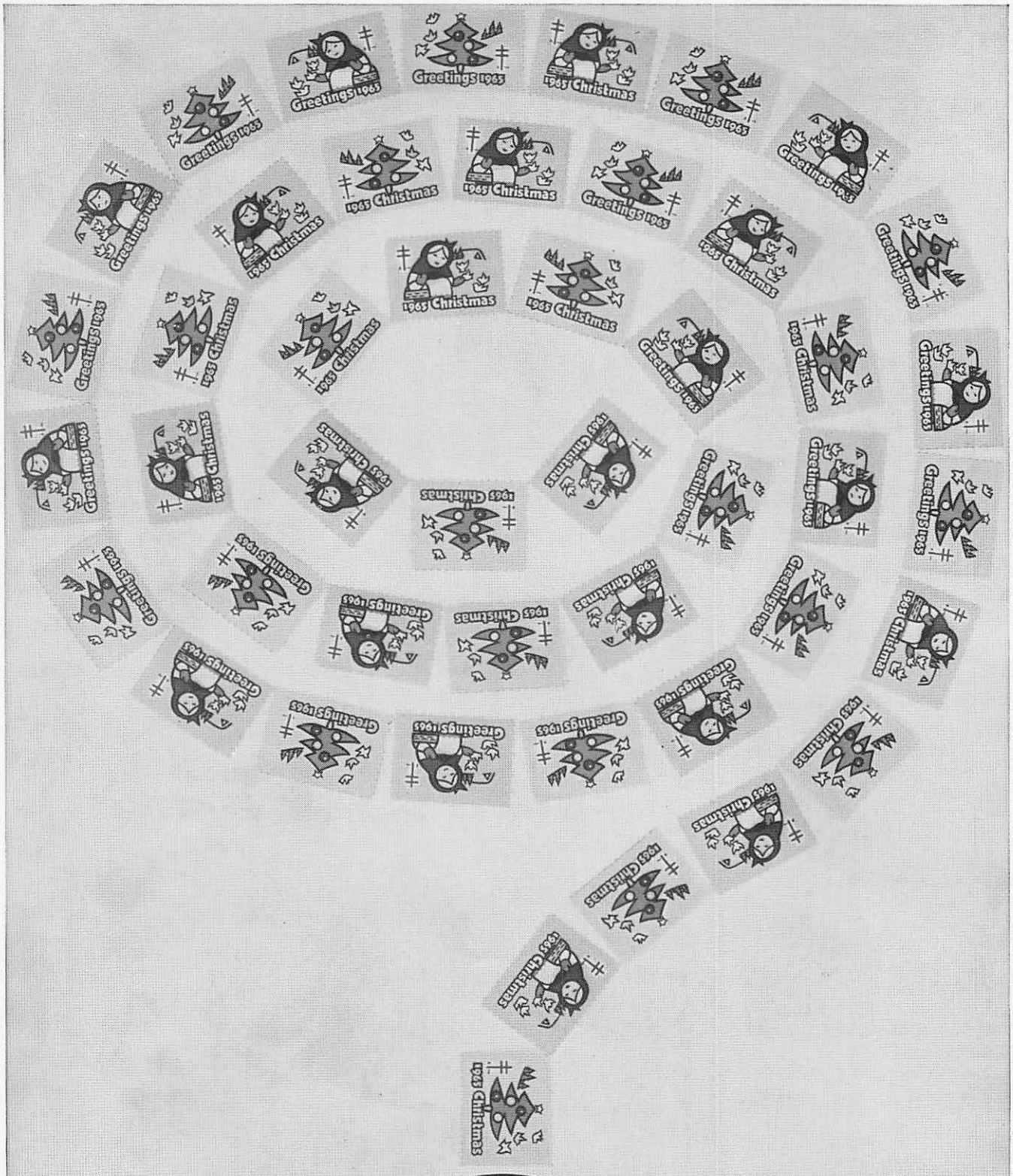
Obituary 306

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.



help fight tuberculosis and other respiratory diseases
...please use Christmas Seals on all your holiday mail.

High Speed Ground Transportation Act Signed by President

Editor's Note: This is the text of the remarks of President Johnson at the signing ceremony for the Rapid Rail Transportation Bill on September 30, 1965.

Last March, I suggested to the Congress that the time has come to do something about improving the speed and the convenience of ground travel in the United States. I requested authorization for the Commerce Department to undertake a program of research and development.

The Congress has responded by passing the High-Speed Ground Transportation Act, which I am signing today.

We are indebted for this bill to the hard working members of what is, in my opinion, one of the best Congresses in history. The names of those who devoted long hours and hard thought to this legislation are too numerous to mention. But I do want to thank each and every one of them.

In recent decades, we have achieved technological miracles in transportation. But there is one great exception.

We have airplanes which fly three times faster than sound. We have television cameras orbiting Mars. But we have the same tired, inadequate mass transportation between our towns and cities that we had 30 years ago.

Today an astronaut can orbit the earth faster than a man on the ground can get from New York to Washington. Yet, the same science and technology which gave us our airplanes and our space probes could also give us better, faster, more economical transportation on the ground.

We must get that kind of transportation. And we must start getting it now. In the past 15 years, travel between our cities has more than doubled. By 1985—just 20 years from now—we will have some 75 million more Americans. And they will be doing more traveling.

We must find ways to:
—move more people
—move them faster, and
—move them with greater safety, and more comfort.

This bill is a first step toward accomplishing those objectives.

It will help us to determine what kind of high-speed ground transportation people want and will use. The Secretary of Commerce, in cooperation with private industry, is now authorized to test public response by making trial improvements in existing passenger systems.

Today I announce the first of those tests.

Secretary Connor informs me that he has already received scores of design and operating suggestions for a new railroad passenger car which he wants to try out. These suggestions all come from private industry, at no cost to the Government. As a result of enthusiastic cooperation, the Department of Commerce and the participating railroads expect to have completed their final specifications within the next two weeks.

Thus, we can begin taking bids for the construction of these new experimental rail passenger cars just as soon as funds become available. The first of the cars are expected to be delivered by the fall of 1966. At that time, the Pennsylvania Railroad will begin providing rail service between New York and Washington, and between New York and Boston, at speeds of up to 125 miles per hour.

A similar experiment will be conducted on the New Haven Railroad, using gas turbine engines. That test will also begin in the fall of next year, or very shortly thereafter.

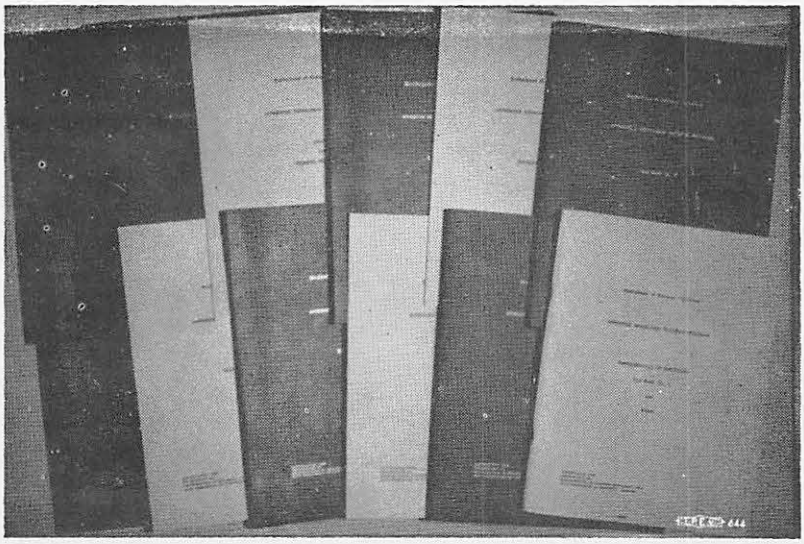
Research and development work under this program will not be limited to rail traffic. We will be investigating all the new and promising concepts of high-speed ground travel. We may find that meeting the transportation needs of the coming decades requires radical new techniques as yet unknown.

The High-Speed Ground Transportation Act of 1965 gives us, for the first time in history, a coordinated program for improving the transportation system we have today.

We begin now to plan the revolutionary advances of tomorrow.

President L. B. Johnson, right, is shown as he gave Brotherhood President Jesse Clark a pen commemorating the signing of the High Speed Ground Transportation Act.

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

.....
(Date)

Please send me.....copy(s) of the B of R S Apprentice Signalman Training Program Text:

I am enclosing check/money order in the amount of $..... to cover cost of publication and mailing.

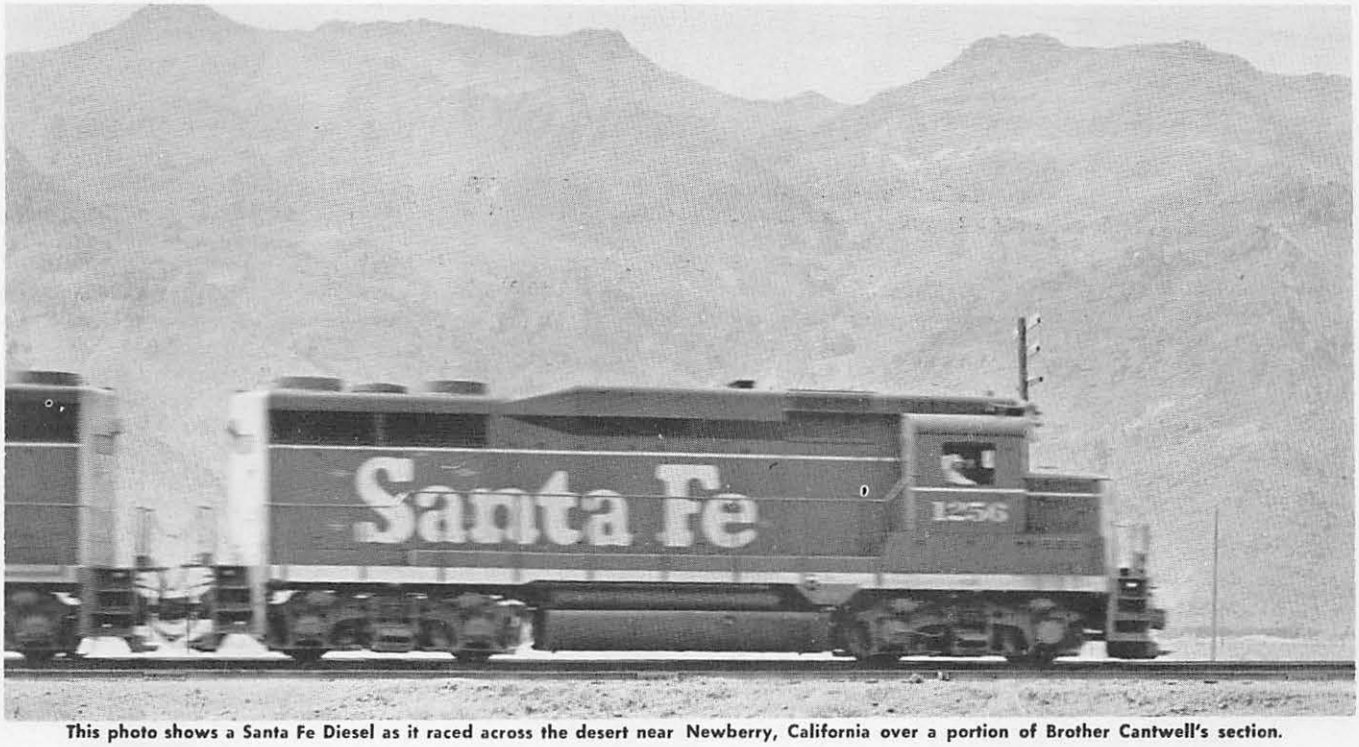
No. 1	☐ @	$1.75 each
No. 2	☐ @	$1.75 each
No. 3	☐ @	$1.75 each
No. 4	☐ @	$1.75 each
No. 5	☐ @	$1.75 each
No. 6	☐ @	$1.75 each
No. 7	☐ @	$1.75 each
No. 8	☐ @	$1.75 each

.....
(Name) (Local No.)

.....
(Address)

.....
(City) (State) (Zip Code)

Please make checks or money orders payable to:
C. J. Chamberlain, Secretary-Treasurer, BofRS



This photo shows a Santa Fe Diesel as it raced across the desert near Newberry, California over a portion of Brother Cantwell's section.

Cover Story

Desert Trials
A Way of Life for Santa Fe Maintainer

By Donald Sims

IF EVERY SIGNALMAN HAD a district like Odes Cantwell's the consumption of salt tablets would rise. What we're trying to say is that Cantwell, a Santa Fe signalman of long standing maintains a hot section of California desert railroad. The territory is located east of Santa Fe's major terminal at Barstow and if you're familiar with this region you know the word "superheated" is applicable during many months of each year.

"Home" is a word of relative meaning to a signal maintainer and Brother Cantwell has seen his share of Santa Fe's western lines. While his career began during the mid-twenties in Texas, most of his Santa Fe paychecks have been earned on an arrid stretch of double tracked line known as the Needles Sub-Division.

Back in 1936, when Cantwell first came to California, the division he worked on was then called the Arizona, a name which has since been altered to Los Angeles Division. This desert portion of Santa Fe's western lines is hot in other ways too. Two of the road's major arteries are combined here to create an intensely dense traffic pattern. The two lines, one from the northern part of the state, the other from Southern California, came together at Barstow, 9 miles west of Cantwell's home at Daggett.

From Barstow, California, Santa Fe's double tracked main line extends eastward for several hundred miles to Albuquerque, New Mexico where it splits again with passenger traffic going one way and freight another. Between Albuquerque and Barstow the roadbed handles both freight and passenger traffic. Odes' district is the western anchor on this route.

Cantwell's district starts just east of Daggett, a small desert community. The territory between Barstow and Daggett has had a sprinkling of CTC since the Union Pacific has traffic rights in that area. The U.P. leaves Santa Fe property at Daggett and heads northeast towards Salt Lake City. Until a few years ago, Odes Cantwell handled this district too, but it is no longer a part of his territory. His signal maintenance starts at a wayside location a mile east of the controlled junction.

As with most current railroad plants, the district immediately east of Daggett is a blend of new and old equipment. And, while the majority of signals on this stretch of the Santa Fe are of the color light style, there are a few searchlight heads attached to the same poles. Whenever it has been found necessary to add a signal aspect or to change the signal location, the railroad applied a newer design. All told, there are 42 signals scattered across the miles of desert where Brother Cantwell works, and unlike many of today's districts, there are very few highway crossing protective devices on the outlying territory. As a matter of fact, only one road crossing is equipped with these devices.

There are dwarf signals at various points along the district, since all sidings and crossovers need signal protection in this high speed district. These, too, are of the searchlight variety. The open faced nature of the desert doesn't require high density signaling that more restrictive terrain does.

There are automatic train stop and train control devices on the district at all but five signal sites and motorcar indicators. The latter serve a dual purpose when they're located at crossovers and sidings. Train crews welcome the information furnished by the indicators.

The Santa Fe generates its own power in this area, the source be-

Battery boxes need periodic inspection on the desert. Brother Cantwell sometimes finds them occupied by lizards or rodents.

ing a generating station located at Barstow. The power, delivered at 25 cycles, runs east from its source to Cadiz, 98 miles away. As the veteran maintainer says, "You can't buy that kind of electricity from a commercial plant." The railroad follows a policy of using continuously lighted signals rather than approach lighting circuits.

All of the Daggett maintainer's signals are of the side mounted variety. While Santa Fe has many overhead signal bridges and cantilevers along its western lines, there aren't any on Cantwell's district.

It probably seems paradoxical to one unfamiliar with the western scene but the bane of a local maintainer's existence is often water, and so it is with that section which Odes Cantwell grooms. It's not a lack of water that confounds the Santa Fe's roadbed, rather a surplus. And if that statement sounds confusing, it's not to anyone who's ever worked the southwest part of the United States. As a matter of fact, Cantwell claims that he has more rip rap along his desert section than he ever did when he worked for the same railroad on its eastern territory.

It is necessary to be in contact with the dispatcher at frequent intervals and this photo shows Brother Cantwell as he called in.

The water problem is most evident at a time when the countryside is baking in 100 degree temperatures.

While the roadbed is baking in the sun, dark clouds looming on the horizon or above nearby mountains explain a commonplace desert phenomenon. Cloud bursts and flash floods account for a considerable amount of trouble along Santa Fe's desert lines. Over the years many a washout has torn out hundreds of yards of the railroad's right of way and been responsible for long hours of rebuilding work. While desert railroads generally lay open-faced on the arid landscape, the area is by no means flat and steep slopes of close by mountains send water cascading downward to flatten highways and railroads. It's not that so much rain falls, but it's highly concentrated in a short period and it rolls across the desert with little vegetation to stop it. The sun may be shining on a scene where rushing waters are eating away ballasted steel.

For Odes Cantwell, summer months mean not infrequent bouts with wet signals and shorted circuits. Loose sand is quite common to his district, on some occasions reaching rail height. When the roadbed is faced with drifting sand and soon afterwards, water, the result is easily visualized. Cantwell calls this "wet signals" and that's a mild appraisal of the problem.

Heading out on a desert evening with rain falling and wind ripping around is quite an expeience. Not only are the elements battling you but Santa Fe's traffic is consistently heavy along this division. Signal failures must be corrected as soon as possible.

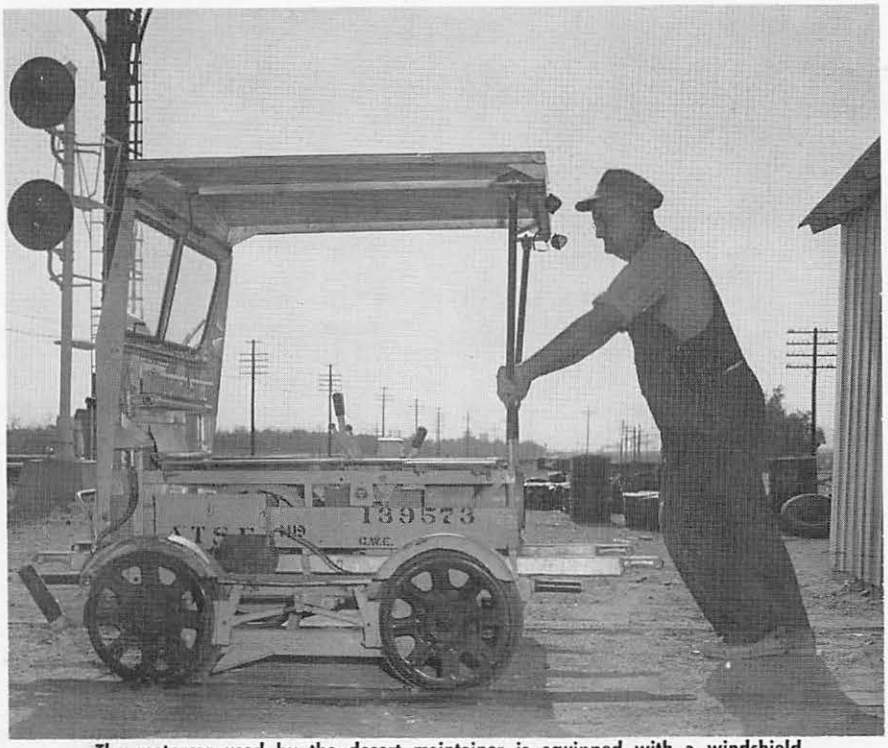
In complete contrast is the desert's opposite water problem, or more specifically, the lack of water. Santa Fe still hauls a lot of water in tank cars to various locations along its desert district. Several small desert towns receive their water in this manner, their only source of supply being the tanks set out by Santa Fe trains. The railroad loads cars at Newberry and hauls them via local movements, to various townsites and rail locations. Originally initiated to supply steam engines with intermediate water supplies, the operation remains, though in a much smaller way.

Cantwell's maintenance section is located on what is known as the Needles District of Santa Fe's Los Angeles Division. This district, 165 miles in length, extends from Barstow east to Needles near the Colorado River boundry between California and Arizona. The entire district is laid along sparsely populated desert country.

Despite its open appearance and high speed train ratings, the district presents Santa Fe with several operating problems. Mentioned already was the fact that flash floods have a tendency to washout the roadbed from time to time. There are also several spots where ascending grades run as high as 76 feet to the mile. In recent years the Santa Fe has considered the idea of utilizing atomic energy to excavate for a new route in this area.

Of the five sidings located on Cantwell's section, two, Pisgah and Newberry, are used quite a bit. The others are mainly used as spurs and for storage purposes. At Pisgah and Newberry the sidings are equipped with spring switches, calling for 30 mph speed restrictions.

Passenger trains are permitted to operate at speeds up to 90 mph. Freights are allowed a 60 mph top



The motorcar used by the desert maintainer is equipped with a windshield and top which affords a degree of protection from the elements.

limit. Train movements are very heavy here, ten passenger trains being scheduled every 24 hours during most of the year, while in summer months this amount is increased to 12. In addition to this, there is a very dense freight movement, so it keeps a maintainer on his toes when he is operating his motorcar.

A phone box at trackside, just in front of his neat green section house, provides convenient communication with the dispatcher when Cantwell starts off on his track vehicle. Motorcar indicators are located throughout the entire length of the district, providing extra warning for track men. They're of the lighted variety, going dark when a train is approaching.

There have been a lot of changes in the technology of railroading but not so many in scenery since Odes Cantwell's seniority began back in June of 1926. At that time he called the state of Texas home and went to work for the Santa Fe on the Plains Division. He worked out of Amarillo until 1932, however, with the depression years came a lay-off which lasted four years. Upon his return, Brother Cantwell moved further west where he worked on a signal gang operating between Barstow and Seligman, Arizona. During 1938 he packed up and moved to Arizona. Since that time, Cantwell has been servicing the Santa Fe's signal system along the Mojave Desert. For a while after 1958, he was headquartered at Ludlow, east of his present location. Since 1960 he's lived at Daggett.

Odes' union membership is as lengthy as his railroad years. The veteran Santa Fe employe carries a card that dates back to 1926, the year he started with the railroad. At present, he's a member of Local 156.

As a resident of Daggett, Cantwell spends his off duty hours in a company house located near his tool house. He has several hobbies and is interested in photography, radio, and is also a bit of a "rock hound." This latter activity developed as a result of desert living. Chasing down unusual rocks along the desert floor and in the mountains is quite a popular pastime in many western states. During his daily work, the Santa Fe maintainer often comes across unusual rocks mixed in with the ballast. He's discovered several opals in past years and now and then some crude artifacts turned out by Indians who roamed this desert terrain in years gone by. Since he regularly walks over his territory for checking the bonds, what better time to discover rocks mixed in with the ballast?

For many travelers, the desert is a bit of western landscape they can't get past fast enough. It's different with those that work there though. Odes Cantwell is one of these people. The desert is his home, and the railroad is his way of life.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Act of October 23, 1962; Section 4369, Title 39, United States Code)

Publication: File two copies of this form with your postmaster.

1. DATE OF FILING	2. TITLE OF PUBLICATION
September 1, 1965	The Signalmen's Journal
3. FREQUENCY OF ISSUE	
12 times per year	
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, city, county, state, zip code)	
213 W. Madison St., Waterloo, Jefferson, Wisconsin 53594	
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers)	
2217 W. Lawrence Ave., Chicago, Illinois 60625	
6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR	
PUBLISHER (Name and address)	
Brotherhood of Railroad Signalmen, 2217 W. Lawrence Ave., Chicago, Illinois 60625	
EDITOR (Name and address)	
S. L. Abbott, 2217 W. Lawrence Ave., Chicago, Illinois 60625	
MANAGING EDITOR (Name and address)	
Same as above	

7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)

NAME	ADDRESS
Brotherhood of Railroad Signalmen	2217 W. Lawrence Ave., Chicago, Illinois 60625

8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state)

NAME	ADDRESS
None	

9. For completion by nonprofit organizations authorized to mail at special rates (Section 4369, Postal Manual) (Do not fill out if your publication is not in this category.)

In item 7, Paragraphs 7 and 8 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

10. THIS ITEM MUST BE COMPLETED FOR ALL PUBLICATIONS EXCEPT THOSE WHICH DO NOT CARRY ADVERTISING OTHER THAN THE PUBLISHER'S OWN AND WHICH ARE NAMED IN SECTIONS 132.231, 132.232, AND 132.233, POSTAL MANUAL (Sections 4354, 4355, and 4356 of Title 39, United States Code)

	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE NEAREST TO FILING DATE
A. TOTAL NO. COPIES PRINTED (Net Press Run)	15,250	15,200
B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES	none	none
2. MAIL SUBSCRIPTIONS	12,744	12,635
C. TOTAL PAID CIRCULATION	12,744	12,635
D. FREE DISTRIBUTION (including samples) BY MAIL, CARRIER OR OTHER MEANS	2,303	2,399
E. TOTAL DISTRIBUTION (Sum of C and D)	15,047	15,034
F. OFFICE USE, LEFT-OVER, UNACCOUNTED, SPOILED AFTER PRINTING	203	186
G. TOTAL (Sum of E & F—should equal net press run shown in A)	15,250	15,200

I certify that the statements made by me above are correct and complete. ▶ S. L. Abbott, Editor and Manager

PSN Form 3526 (or 1965)

GRS Appoints Evans Sales Engineer

Appointment of Thomas H. Evans as sales engineer at the Chicago Office of General Railway Signal Company, a unit of General Signal Corporation, is announced by O. D. Stowell, Jr., manager of railway sales.

Starting in the Engineer's Office of the L&N in 1953, Evans became assistant signal supervisor, Eastern Kentucky Division, in 1956. In 1957, he was appointed assistant signal supervisor for L&N's Boyles Yard, at Birmingham, Alabama.

Evans attended Western Kentucky State.

C & D Batteries Names Conrad Mgr. RR Sales

The appointment of Harry S. Conrad, Jr., as manager of railroad sales for C & D Batteries of Conshohocken, Pa., has been announced by Henry Jensen, vice president of the heavy-duty battery manufacturing firm. C & D is a division of ELTRA Corporation, Toledo.

In his new position, Conrad will be responsible for the market development and sale of C & D diesel starting, car lighting, air conditioning and signal equipment batteries and battery chargers to the railroad industry throughout the United States.

Prior to joining C & D on September 1, Conrad was with Stackpole Carbon Co., as a sales engineer and more recently a market research analyst.

New Edison Subsidiary Established in Canada

The Primary Battery Division of Thomas A. Edison Industries has announced the formation of a subsidiary company in Canada which will be operated as the Primary Battery Division, Thomas A. Edison Industries, McGraw-Edison (Canada) Limited.

Headquarters office for the new company is at 32 Front Street, West, Toronto, Ontario and manufacturing facilities are located in Scarborough, Ontario.

Initially, the company is manufacturing five types of Edison batteries: the Types A-1000 and RE-1000 renewable carbon cells, and Types 2-S-J-1, Y and TR Carbonaire batteries. These batteries are designed espeically for the railway signaling and aids-to-navigation fields which the company will serve in Canada.

It is expected that this new facility will be in full operation by November 1st.

New Growth Era for Rails Claims A.W.R. President Roddewig

The railroad industry is on the threshold of a new growth era, Clair M. Roddewig, president of the Association of Western Railways, recently told a meeting of railroad engineers.

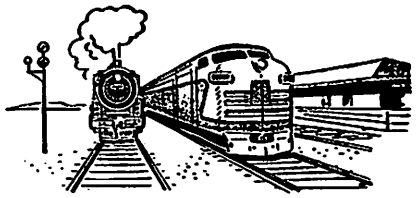
He predicted that the railroads' volume of business will continue to increase, as it has in recent years, in keeping with the constant upward trend in the nation's population and production.

He added that by the end of the century the railroads will be handling twice as much intercity freight as they do now.

The years ahead will also witness even greater advancements in railroad technology and techniques than in the past, he said. These developments should enable the industry to make substantially deeper penetrations into the national transportation market.

The rail executive explained that the industry's strength lies in its ability to produce mass transportation. As its volume increases, expenses are reduced, unit costs decrease, and the railroads' competitive position is strengthened, he added.

"The nation's basic railroad plant can be put into condition to handle twice the record load it carried last year," Roddewig declared.



"There is plenty of transportation in sight for years to come," he said. "There will be plenty for everyone in the transportation business who can furnish the kinds of services and rates that are most attractive to shippers."

Roddewig also called attention to existing transport inequities and the need for increased efforts to secure equal competitive opportunity among the various forms of transportation.

"There is no justification for subsidizing our competitors, and there is no justification for discriminatory regulation in any form," he declared.

He urged that the railroads' competitors reimburse the public treasury for their share of the cost of providing the publicly-owned facilities over which they operate.

"Any progress made in these areas would be another plus on the bright side of the railroad picture," Roddewig said.

Wirtz Predicts Days of Full Employment

"The September payroll employment figures show that we are moving closer toward that day of full employment—when there will be a job for every person who really wants one and is able to work," Secretary of Labor W. Willard Wirtz said.

Emphasizing the "significant meaning figures and statistics have in individual and human terms," the Secretary of Labor commented, as follows:

"It doesn't mean much to most people that the gross national product is increasing at the rate of 4½ percent a year, that there are 2⅓ million more nonfarm payroll jobs this September than there were a year ago, and that unemployment in September dropped to 4.4 percent for the first time in eight years.

"You get a clearer idea of what is happening when you realize that:

- Nearly ten thousand more people are going to work on payroll jobs each morning now—on the average—than left work the night before.
- We are cutting down unemployment at the rate of 40,000 people a month.
- Ninety-eight out of every hundred married men who are available for work have jobs.
- Production workers on manufacturing payrolls are averaging $3.49 more earnings each week than they were a year ago.
- This summer we absorbed the biggest wave of young workers that ever came along — and we still reduced unemployment in this group by a little bit.

"We still face, though, the "3 and 2 problem:"

- Unemployment among teenagers is 13 percent—three times the general rate. Three quarters of a million teenagers looking for work can't find it. This is 25% of our total unemployment.
- Unemployment among nonwhite groups, mostly Negroes, is two times the general rate. We have civil—meaning equal — rights now. We still don't have civil results.

"We have to concentrate on these areas. Economic expansion is essential, but it isn't enough. The rest of the answer is better education, better training and retraining programs, better matching of people and jobs. I have been reading the Want Ads in the newspapers. It is hard to understand why we have three million people unemployed when the papers are carrying 20 or 30 columns of "Help Wanted" ads for every column of "Situations Wanted."

"I have also been going over the labor disputes picture. It shows real improvement, after an unusually threatening period. Within the past sixty days the maritime strike has been settled; there was the settlement in steel; an ominous outbreak in the coal fields was stopped; two major aerospace disputes have been worked out; a nation-wide shutdown in the oil industry was prevented at the last hour; new contracts have been signed covering most of the telephone industry; and the papers are on the street again in New York City.

"There is broader, firmer labor peace in the country today than there has been in a long time. I wish labor peace got as much attention as industrial strife.

"It is only when you translate these facts in figures into human equations that we realize the meaningful progress we are making toward the Great Society."

B of RS Annual Financial Report

By C. J. Chamberlain
Secretary Treasurer

	June 30	
	1965	1964
General	$244,672.74	$253,689.79
The Signalman's Journal	13,417.11	17,349.92
Legislative	38,953.99	35,346.18
Contingent	29,575.69	23,435.23
Building	7,813.05	5,725.56
	$334,432.58	$335,546.68

C. J. Chamberlain

THE FISCAL YEAR OF THE Brotherhood of Railroad Signalmen ended June 30, 1965, and in accordance with the provisions of Article I, Section 59 of the Constitution, we have followed the instructions of the Grand Board of Trustees and submitted the records of Grand Lodge to the firm of Olson & Abney for our annual audit. The audit report has been received from our auditors and on September 15, 1965, a copy of the report was sent to each Recording Secretary of our Subordinate Lodges.

For the benefit of our entire membership, we are reproducing the report on the following pages. As has been the practice in the past, we have reviewed and compared this report with our previous audit report and our comments with respect to their relationship follow.

Our General Fund income for the fiscal year ending June 30, 1965, from all sources totaled $424,959.60. This represents an increase in income of $25,871.10 over the $399,088.50 received during our fiscal year 1964.

Our total General Fund expenditure for the fiscal year ending June 30, 1965, amounted to $436,900.81 as against a total expenditure of $428,897.15 for 1964.

Our net loss for the fiscal year ending June 30, 1965, amounted to $11,941.21. For the fiscal year ending June 30, 1964, we sustained a net loss of $29,808.65.

At our 1964 Convention in Montreal, we pointed out to our delegates the necessity of increasing our income to offset the steadily increasing costs of our operations. After considerable discussion and review of our financial condition, delegates voted a $2 per quarter per member increase in per capita tax; $1 to be allocated to our General Fund and $1 to be allocated to our Contingent Fund.

The increase in per capita tax voted by our delegates was considerably less than the amount recommended by Grand Lodge as necessary to sustain our operations on a sound and solvent basis, however, as a result of our increase in income effective January 1, 1965, we were able to reduce our loss of $29,808.65 in 1964 to $11,941.21 in 1965.

It is conceivable that an increase in salaries and Railroad Retirement taxes effective January 1, 1966, will result in a larger operating deficit for our current fiscal year ending June 30, 1966.

Of course, a major contributing factor to our increased expenses in the past 33 months has been the lengthy FEC strike.

Our quarterly financial reports for the past 2½ years reveal that we have spent well over $150,000 of Brotherhood funds to pay for our share of carrying on the FEC strike and providing financial assistance to our FEC members.

There is no question but that the strike has been costly to our Brotherhood, however, the determination of the delegates at our 1964 Convention to carry on this struggle was displayed by their unanimous action directing Grand Lodge to provide necessary financial support to the FEC strike and to levy an assessment, if necessary.

As you know, the serious drain on our General Fund for FEC expenses required Grand Lodge to levy an assessment of $3 per quarter per member effective July 1, 1965. We are hopeful that the additional assessment income will provide us with the necessary funds to continue this strike to a satisfactory conclusion.

It is anticipated that our Contingent Fund financial condition will improve in the coming months as a result of the $1 increase per quarter effective January 1, 1965, voted by our 1964 Convention. We are presently allocating $1.15 per quarter from each member's dues to our Contingent Fund and this increased allocation provides us with a slight excess of income over expenditures in Contingent Fund strike benefits to our FEC members. Of course, our Contingent Fund resources were depleted prior to the increase in the General Fund allocation, and it will be some time before we will be able to regain the resources we had prior to the FEC strike.

Our Legislative Fund balance showed a slight increase in past year, and if the current referendum vote being conducted among our locals approves the deletion of this fund from the Constitution, it is anticipated that the present allocation of 20¢ per quarter per member presently being transferred to the Legislative Fund will help improve the condition of our General Fund.

Our Building Fund income for the past fiscal year has permitted us to reduce the amount borrowed from the Contingent Fund for construction of our new headquarters building, to $11,315.96 as of June 30, 1965.

It is anticipated that our Building Fund income for the Third and Fourth Quarters 1965, plus the cash balance on hand, will permit our repaying the amount due our Contingent Fund by January 1, 1966.

During May 1965, we completely redecorated the interior of our headquarters building. This was the first major expenditure on our

building since its construction in 1959.

The construction of our own building in 1959 has proven to be a wise move for our Brotherhood, and it is a definite asset to our Brotherhood's operation.

Our membership during the past year has remained fairly stable. From reports received from signal officials and signal supply companies, it is reasonable to assume that our membership may show an increase as the number of new signal installations throughout the United States and Canada, and continuous upgrading of existing signal systems on many carriers, will result in an ever increasing demand for qualified signal employes.

It is a known fact that our members who install and maintain the modern signal systems on today's carriers are the employes who are responsible for the fast, efficient and safe movement of trains.

The signaling profession is unquestionably one of the most highly skilled occupations in the railroad industry. It is so recognized by more and more carrier officials and it is incumbent upon each member of our Brotherhood to support his local union, general committee and Grand Lodge, as it is our constant goal to further our members' interests and achieve the recognition of our members' skills which they so justly deserve.

Our Brotherhood has made great strides in the past year in securing increased vacations, a birthday holiday, life insurance for retired members, substantial wage increases and a stabilization of employment agreement. We are optimistic, and with the unified support of our membership, we will continue to move foward in the future.

In closing, may we say that it is our fervent prayer that the Florida East Coast strike will soon be settled. We sincerely hope that next year at this time we can look back on it as a "thing of the past."

We want to take this opportunity to express to our local union and general committee officers, our sincere appreciation for their untiring efforts and continuing cooperation. We also appreciate the support and cooperation of our many loyal members. It has been this cooperation that has enabled our Brotherhood to fulfill the many requests that are received and your Grand Lodge Officers to comply with their obligations.

Statement Issued by Olson & Abney CPA

We have examined the balance sheet of the Brotherhood of Railroad Signalmen (a voluntary unincorporated organization) at June 30, 1965, and the related statement of income and capital of the several funds for the year then ended. With the exception that we did not communicate directly with the members for the purpose of verifying the amounts of per capita tax and other fees, our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of income and capital of the several funds present fairly the financial position of the Brotherhood of Railroad Signalmen at June 30, 1965, and the results of its recorded transactions for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Brotherhood of Railroad Signalmen

Balance Sheet June 30, 1965

	Combined	General Fund	The Signalman's Journal Fund	Legislative Fund	Contingent Fund	Building Fund
ASSETS						
Current Assets:						
Cash	$334,432.58	$244,672.74	$ 13,417.11	$ 38,953.99	$ 29,575.69	$ 7,813.05
Securities—at cost	59,125.00	49,125.00			10,000.00	
Accounts receivable:						
Accrued interest	717.49	584.16			133.33	
Building Fund	11,477.13				11,477.13	
Others	2,625.65	1,917.25	708.40			
Prepaid expenses	2,654.41	2,614.47	39.94			
Total current assets	$411,032.26	$298,913.62	$ 14,165.45	$ 38,953.99	$ 51,186.15	$ 7,813.05
Fixed Assets:						
Land—at cost	$ 12,000.00	$	$	$	$	$ 12,000.00
Building—at cost	$139,631.77					
Less reserve for depreciation	20,891.71	118,740.06				118,740.06
Office furniture and equipment—substantially at cost	$ 41,158.75					
Less reserve for depreciation	29,378.14	11,780.61	11,780.61			
Total fixed assets	$142,520.67	$ 11,780.61	$	$	$	$130,740.06

Other Assets:						
Interest in the Labor Cooperative Educational and Publishing Society—at cost	$ 1,062.50	$ 1,062.50	$	$	$	$
	$554,615.43	$311,756.73	$ 14,165.45	$ 38,953.99	$ 51,186.15	$138,553.11

LIABILITIES

Current Liabilities:						
Accounts payable	$ 9,961.95	$ 7,893.11	$ 1,820.51	$ 248.33	$	$
Due to Contingent Fund	11,477.13					11,477.13
Accrued salaries	96.46			96.46		
Accrued payroll taxes	6,229.27	5,905.64	255.12	68.51		
Accrued real estate taxes	4,770.84	4,770.84				
Total current liabilities	$ 32,535.65	$ 18,569.59	$ 2,075.63	$ 413.30	$	$ 11,477.13
Capital:						
Exhibit B	$293,187.14	$293,187.14	$	$	$	
Exhibit E	12,089.82		12,089.82			
Exhibit F	38,540.69			38,540.69		
Exhibit G	178,262.13				51,186.15	127,075.98
	$554,615.43	$311,756.73	$ 14,165.45	$ 38,953.99	$ 51,186.15	$138,553.11

Exhibit B

General Fund

Statement of Income and Capital
Year Ended June 30, 1965

Income:	
Per capita tax	$403,945.64
Initiation fees	2,011.00
Grand Lodge dues	1,047.73
Special assessment	1,480.00
Supplies and postage	2,978.08
Interest and dividends	8,759.17
Subordinate lodge bonds—net	461.02
Sales of training books	4,236.96
Charter fees	40.00
	$424,959.60
Expenses (Exhibit C)	436,900.81
Net Loss	$ 11,941.21
Capital—June 30, 1964	305,128.35
Capital—June 30, 1965	$293,187.14

Exhibit C

General Fund

Statement of Expenses
Year Ending June 30, 1965

Salaries:		
Grand lodge officers (11)		$ 80,077.86
Grand lodge representatives (6)		53,209.86
Special representatives		507.36
Office employees (9)		49,692.73
Traveling expenses:		
Grand lodge officers (Exhibit D)		34,827.71
Grand lodge representatives (Exhibit D)		13,837.86
Special representatives		8,490.27
Pensions—retired Grand lodge officers (Exhibit D)		1,452.00
Office supplies and stationery		7,434.34
Postage		7,616.80
Telephone and telegraph		5,726.43
Negotiating committee—Railway unions (Canada)		800.00
1963 Rules movement—all railroad nonoperating unions		1,500.00
1963 stabilization movement		2,500.00
Railroad retirement tax		9,240.33
Unemployment insurance tax		4,296.15
Railway Labor Executive Association		10,440.00
Per capita dues and special assessments:		
A.F.L.-C.I.O.		9,742.39
Canadian Labour Congress		1,496.40
Maintenance of office equipment		762.72
Railway publications and statistical data		794.70
1961 rules and wage movement		6,506.40
Union Shop Movement		1,225.00
Printing of awards		3,451.57
Membership cards		463.93
Florida East Coast—unemployment payments		1,476.52
Rent:		
Winnipeg, Manitoba, Canada	$ 50.00	
Montreal, Canada	450.00	
Bristol, Tennessee	300.00	
St. Louis, Missouri	480.00	
Washington, D.C.	1,664.04	
Denver, Colorado	540.00	3,484.04
Attorney fees		8,532.82
Accounting fees		1,025.00
Fidelity bonds—Grand lodge		331.95
Building expenses:		
Fuel Oil	$ 734.89	
Water	16.50	
Real estate taxes	4,818.37	
Maintenance and operations	988.91	

(Exhibit C, Continued)

Trustees' fees for holding title.	20.00	6,578.67
Light and power		1,908.80
Insurance		1,467.03
Contributions		40.00
Office expense		45.24
Express charges		150.51
Group insurance		7,225.20
Flowers		85.75
1964 convention		5,262,06
Safety deposit box rental		7.70
Securities safekeeping		36.88
Personal property taxes		40.11
Expense—International executive officers		139.75
Printing of revised constitution		3,137.94
Training books		320.00
Exchange and duty		1,017.24
National transportation apprentice conference		25.00
AFL—Secretary Treasurers' Conference		50.00
Luncheon for Swedish delegation		38.19
Depreciation		1,772.52
		$360,291.73
Allocations to other funds:		
Signalman's Journal fund (Exhibit E)	$22,570.02	
Legislative fund (Exhibit F)	10,029.47	
Contingent fund (Exhibit G)	33,980.12	
Building fund (Exhibit G)	10,029.47	76,609.08
		$436,900.81

Expenses paid through the Grand lodge Secretary-Treasurer's petty cash fund are included above. Documents supporting reimbursements of the fund were test checked and appeared to represent items properly chargeable to the Lodge.

Exhibit E

The Signalman's Journal Fund

Statement of Income and Capital
Year Ended June 30, 1965

Income:		
General fund allocation		$ 22,570.02
Advertising		10,511.15
Subscriptions		242.25
Interest on savings account		483.33
Miscellaneous		49.20
		$ 33,855.95
Expenses:		
Publication costs:		
Printing and mailing	$23,029.20	
Articles	589.75	
Engraving	1,519.44	$25,138.39
Salary—Manager		9,741.72
Expenses of manager		1,573.86
Stationery and supplies		94.61
Railroad retirement tax		415.14
Unemployment insurance		192.00
Subscriptions and books		299.05
Postage		267.52
Camera supplies		940.56
Group insurance		321.12
Transportation		582.13
Flowers		17.15
Insurance		21.78 $ 39,605.03
Net loss		$ 5,749.08
Capital—June 30, 1964		17,838.90
Capital—June 30, 1965		$12,089.82

Exhibit F

Legislative Fund

Statement of Income and Capital
Year Ended June 30, 1965

Income:		
General fund allocation		$ 10,029.47
Interest on savings accounts		1,027.59
		$ 11,057.06
Expenses:		
Legislative representatives:		
Salaries	$2,142.32	
Expenses	1,955.87	
Supplies	10.00	
Railway publications and statistical data	3.64	
General Committee services	2,841.34	
Railroad retirement tax	48.77	
Unemployment insurance tax	22.10	
Legislative committees—Canada	200.00	
Alabama Joint Legislative Committee	36.95	
Arizona State Legislative Board	125.00	
Wisconsin Joint Legislative Board	115.00	
Ontario Legislative Committee	85.00	
Indiana Railroad Labor Legislative Association	100.00	7,685.99
Net income		$ 3,371.07
Capital—June 30, 1964		35,169.62
Capital—June 30, 1965		$38,540.69

Exhibit G

Contingent Fund

Statement of Income and Capital
Year Ended June 30, 1965

Income:		
General fund allocation		$ 33,980.12
Interest on bank deposits and savings bonds		1,052.91
Interest on loan to Building fund		413.40
		$ 35,446.43
Expense:		
Strike benefits		35,220.40
Net income		$ 226.03
Capital—June 30, 1964		50,960.12
Capital—June 30, 1965		$ 51,186.15

Building Fund

Statement of Income and Capital
Year Ending June 30, 1965

Income:		
General fund allocation		$ 10,029.47
Interest on savings account		214.85
		$ 10,244.32
Expenses:		
Decorating building	$1,258.00	
Cleaning metal on front of building	120.00	
Interest on loan from contingent fund	413.40	
Depreciation	3,492.35	5,283.75
Net income		$ 4,960.57
Capital—June 30, 1964		122,115.41
Capital—June 30, 1965		$127,075.98

was evidence at the trial that the roof had leaked for some time, and the floor in the area where the soap powder was located was wet at the time the injured employe was shoveling.

The court held that a jury could find the railroad liable for not having provided a safe place to work to the employe for soap could have coagulated on the wet floor and thus become stuck to his shoe.

Kerite Company Names Edwards Vice President

The election of William A. Edwards as a Vice President of The Kerite Company was announced here today by Arthur H. Smith, president of the company.

Edwards

Mr. Edwards, who has been with Kerite since 1946, heads national railroad sales for the company. He will be located in Chicago.

Mr. Edwards was named railroad sales manager in 1963, after having served as eastern railroad sales manager for seven years. He had previously served as assistant to the vice president of sales, an appointment he received in 1954.

Mr. Edwards joined The Kerite Company after completion of four years' service with the 8th Air Force as a bomber pilot. During his Army service he was awarded the Distinguished Flying Cross with five clusters.

He is a member of the Railway Progress Institute and the Signal & Communications Section of the AAR.

Mr. Edwards is a native of Swoyerville, Pa.

Kerite, founded in 1854, manufactures insulated wire and cable. Headquartered at 30 Church St., New York City, Kerite has its manufacturing facilities in Seymour, Conn.

Court Says Lawyer-Labor Consultant Must Report on All Labor Advice

A Federal Court of Appeals holds that a lawyer who for one employer persuades employes in their choice of a union or in their use of collective bargaining rights must reveal receipts and disbursements of any kind in connection with labor relations advice given to all employers.

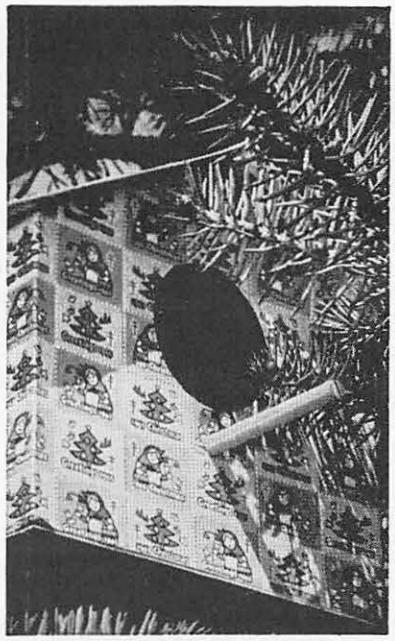
The labor consultant provisions of the Labor-Management Reporting and Disclosure Act do no injustice, the Court in the Fourth Circuit said, to the lawyer in requiring him to name his employer clients in other labor relations advice or services when the lawyer undertakes the persuasive activities.

The question arose out of a suit filed in the U.S. District Court by R. D. Douglas, Jr., a practicing attorney in Greensboro, North Carolina. Mr. Douglas asked for a ruling saying that an annual financial report should cover only the persuasive activities but should not cover other advice or services to employers.

The act requires two reports from persons who undertake on behalf of an employer activities to persuade employes in their choice of a labor union or other matters involving the right to bargain collectively: (1) an agreement report within 30 days after arranging with an employer to undertake such an activity, and (2) an annual financial report for each year in which a payment is made under the agreement.

The North Carolina attorney stipulated that he had performed persuasive services for employer clients, and he had reported them. But he denied that the Labor-Management Reporting and Disclosure Act required him to disclose his receipts and disbursements of any kind for labor relations advice and services he had given other employers. The district court adopted Douglas' view of the reporting requirements, and the decision was appealed by the Secretary of Labor.

The Court of Appeals in overturning the decision of the lower court indicated that the reportable persuasive activities are "extra-curricular" for a legal adviser. Should a client desire extra-professional services such as participating in the persuasive activities set forth in the Act, the attorney must balance the benefits with the obligations in the undertaking.



Christmas Seals protect all homes. Help protect your home against tuberculosis and other respiratory diseases. Answer your Christmas Seal letter today!

Unions Propose Some Dismissed Cases be Considered on Merits

It was recently explained that on several occasions in the past, disputes have been submitted to one Division of the National Railroad Adjustment Board which upon review by the Division or referee were found to have been filed with the wrong Division. Such disputes were dismissed without consideration being given to the merits of the case and with the advent of the time rules throughout the industry such disputes were lost and could not be adjusted as contemplated by the Railway Labor Act.

This fault in the rules of the NRAB was recognized by the organizations and the Labor Members of the Board adopted the following resolution:

"**Whereas:** the intent of the Railway Labor Act in establishing the National Railroad Adjustment Board was to provide a method of orderly procedure for the parties to dispose of a dispute that they could not adjust; and

Whereas: the question of jurisdiction between the Divisions has resulted in disputes being dismissed without consideration being given to merits of the dispute; and

Whereas: due to the time limits provided for in the Agreements the unsettled dispute cannot be adjust-

ed in accord with the Railway Labor Act.

"Therefore Be It Resolved: That when a dispute is submitted to a Division of the Board and if and when it is found that the Division does not have jurisdiction over the dispute, the dispute shall be referred to the Division that has jurisdiction; and

Be it Further Resolved: That the said Division shall accept the dispute and dispose of it the same as if it was submitted to them initially."

In a letter addressed to Mr. J. E. Wolfe, chairman of the National Railway Labor Conference, Railway Labor Executives' Association Chairman G. E. Leighty pointed out that to have effect the resolution must be adopted by the full Board which includes the Carrier Members.

The resolution was submitted to the Carrier Members for their consideration with the request that they concur in its intent. The Carrier Members advised that they could not concur. Therefore, the resolution has never been placed before the full Board for adoption.

The intent of Section 3 of the Railway Labor Act is to provide the industry with a means of resolving disputes which cannot be settled on the property. The fact that in recent months there has developed technical questions of whether disputes involving certain classifications of employes should be submitted to the Second or Fourth Divisions should not be the basis or means of denying an employe the right to have his dispute heard by the Division having jurisdiction, Leighty explained.

The Organizations are of the opinion that the Board should have not only the authority but also the obligation to refer such cases to the proper Division for consideration on the merits. "We feel the resolution adopted by the Labor Members accomplishes this objective," Leighty concluded.

Labor In Forefront of Battle

by Sen. Ralph W. Yarborough (D. Texas)

Throughout the history of this country, labor has been in the forefront of the battle to secure for all Americans, the blessings of a prosperous economy. Due largely to these efforts, that goal, now more than ever, is becoming a reality.

The working man, acting through his organized forces, has become an integral partner in American industry, and together they have forged ahead to lead America to a high standard of living for all.

The skill, the initiative, and the devotion of labor to the progress of America have no parallel in the world. These traits have benefited this entire Nation, as labor has fulfilled its responsible role of furthering the social advancement of this country.

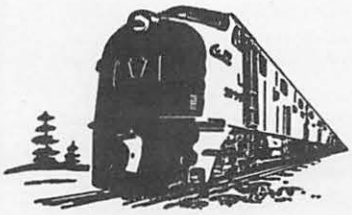
National Council of Churches Supports Defense Against Loss of Income for Labor

In today's world of rapidly changing work patterns and opportunities we call upon people in our churches to be especially sensitive to the ever present threats to economic well-being through loss of employment. These threats underlie the great emphasis of labor unions and workers upon job security.

Because of the extreme importance of employment to income in our money-based economy we as a nation have developed special ways of cushioning the ill effects of the ups and downs of employment and wages upon individuals and families. These devices, including minimum wage laws, unemployment compensation, social security provision for old age, workmen's compensation and aids to employment of the physically and mentally handicapped, serve as a first line of defense for workers and their families against poverty. They, like other sensitive instruments, require frequent repair, revision, and up-dating, if they are to continue to fulfill their essential sustaining function.

The churches welcome and support adequate lines of defense against loss of income through loss or inadequacy of employment. Because workers have worth as people and not only as workers,the churches and church people must be aware of the basic undergirding to human welfare which these measures of justice and help provide.

Railroad NEWS IN BRIEF



THE CHICAGO, BURLINGTON and Quincy Railroad Company has ordered Type K central-traffic control equipment from the General Railway Signal Company, a unit of General Signal Corporation, for the control of three locations from Trevino, Wisconsin.

The control project is coincidental with the rehabilitation of trackage at La Crosse, Wisconsin, due to flood damage.

THE FLORIDA EAST COAST RAILROAD COMPANY has ordered Type D1 centralized traffic control equipment from the General Railroad Signal Company, a unit of General Signal Corporation, to extend the Bayard-Cocoa installation to Lake Park, Florida.

The existing Traffic Master machine at New Smyrna Beach will be expanded to handle the added 120 miles of track and the 13 additional control points.

THE NORFOLK AND WESTERN Railway has ordered two sets of Wheel Thermo-Scanner Units from General Railway Signal Company, a unit of General Signal Corporation, for delivery to Roanoke, Virginia. These are electronic-optical devices which automatically detect and report overheated wheel bearings on trains.

THE BOSTON AND MAINE Railroad has ordered Type K2 Centralized Traffic Control materials from the General Railway Signal Company, a unit of General Signal Corporation, to expand their existing installation between Dover E. and Dover W., New Hampshire, to Exeter, New Hampshire.

Second main track, between Dover W. and Rockingham, N.H., will be removed and the remaining main track will be signaled for double direction running. The existing control machine at Boston, Massachusetts will be expanded to handle the added control facilities.

The Repeal of Section 14 (b) of the Taft-Hartley Act

By Senator Paul H. Douglas
Before the Illinois Federation of Labor

AS WE ALL KNOW, SECTION 14 (b) is the section of the Taft-Hartley Act which permits states to pass laws outlawing the union shop and. in effect, contract out of the national labor policy on labor representation and collective bargaining. At one time, no less than 24 states, or nearly half the total, had passed laws making the union shop illegal. By a stroke of public relations cleverness they attached one of the most inaccurate misnomers of which I know to these laws, namely, that they were "right-to-work" acts. This is a most false label for these laws do not give anyone the right to a job or to productive work.

In today's world, people shun using direct and clear language to describe reality. Depressed areas become "redevelopment" areas. Slum clearance is called "urban renewal." Only last week a proposed controversial bridge over the Potomac was referred to as an "automobile carrying facility." And so an anti-union law is dubbed the "right-to-work."

We know the hard campaigns which you have had to fight to prevent such laws from being passed in Illinois and in such other states as Ohio and Oklahoma. Fortunately, our neighboring state of Indiana has recently repealed its anti-union shop law as have several others. So the number is now down to 19, consisting, first of all, of the eleven southern states of the old Confederacy with the exception of Louisiana, then four mountain states, four more states from the high plains west of the Missouri River including Nebraska and Kansas, and our neighbor, Iowa, from across the Mississippi. Many of these laws were basically passed because of their malapportioned state legislatures. This is the basic political cause why a number of other states have passed and retain other anti-union laws.

And now let us try to clear the air a little and see just what is involved. Some may say this is not necessary and will declare that it is enough that "We know these laws are bad." We are against them and the best way to do it is to repeal 14(b) instead of moving against them state by state. Why argue any further . . . let's act."

I agree that we should act and that we should do so now! I also know that it is relatively futile to argue with the hardboiled opponents of unionism who seek at every turn to weaken and discredit the institution of unionism. These groups represent the main driving force behind the original enactment and the retention of 14(b) and of the state anti-union shop laws.

But we should also always remember that it is not only necessary for us to be convinced of the righteousness of our own cause but that it is also necessary for us to convert the great body of humane yet neutral opinion in this country. These good people, while giving general approval to unionism, are not fully informed about the issues and may be swept off their feet by high-powered propaganda which is coming from anti-union sources. To these people who may hold the balance of political and legislative power, we should also like to appeal.

First, let us remember that a union may not enter into a collective bargaining arrangement at all against the will of an employer unless it represents a majority of the employees. If there is any real question about such representation, this can be settled by a fair and secret ballot election which is open to all employes in the unit and which is conducted by the National Labor Relations Board. Under these conditions, if an election is thus won by a union, collective bargaining is approved of as a matter of national labor policy. The constitutionality of such a policy and procedure has been upheld time and time again by the United States Supreme Court.

The national law then goes on to outlaw the closed shop under which a worker has to be a member of a union before he can get

a job. Furthermore, no hiring preference can legally be given to union members.

In other words, employers and unions are prohibited by national law from entering into agreements providing for the closed shop even though the employers might care to do so. It so happens that for 15 years, prior to World War II, I was a national chairman for the newspaper industry and arbitrated there and in other industries as well. I can testify, therefore, that at that time many employers believed in the closed shop because it gave them a better supply of skilled and trained workmen. But no matter. Even if they want it, they now cannot agree on it. Nor is any state allowed to over-ride the national act and by state action to make the closed shop legal.

Now I personally do not object to this prohibition because, as a matter of general principle, I do not believe in the closed shop, save in exceptional circumstances. For by high initiation fees, excessive apprenticeship requirements and undue favoritism to friends and relations, a union could—and some have—close its own membership. If the closed union then negotiated a closed shop agreement, this would be highly monopolistic and would shut the gates of employment opportunity upon outsiders and deny to them the right to an equal chance at a job. So I want to make it clear that I do not want to reverse this feature of our national labor policy or give to the states the right to over-ride this national policy.

But where does this lead us on the union shop? First, let us all be crystal clear on the fact that under the union shop a man does not have to be a member of a union to get a job. The employer is free to hire anyone he wishes, except that under the civil rights and FEPC statutes he is not supposed to discriminate on the grounds of race and color.

No labor monopoly can be built up or maintained. The only provision is that, if the employer agrees to a union shop clause in the contract, and only if he does, then workers thus hired must join a union within a stated period of time which is almost universally 60 to 30 days. But further protection is thrown around them by the law which states that union initiation fees and dues must not be "excessive," as determined by the National Labor Relations Board. Nor can they be required as a condition of continued employment

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed, regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago 4, Ill., has been designated to receive and compile this information.

Atlanta, Ga. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore 2, Md. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham 3, Ala. Rives, Peterson, Pettus & Conway, 17th floor, Twenty-one Twenty-one Bldg.

Boston 8, Mass. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago 2, Ill. Henslee-Monek-Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland 14, Ohio. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver 2, Colo. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. Dan McGlynn, 120 N. Main Street

Fort Worth, Tex. Contact George L. Schmidt, at Houston 2, Texas.

Houston 2, Tex. George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. Frank X. Mattes, 1014 Argyle Bldg., 306 E. 12th Street
Tel. HArrison 1-5570

Los Angeles 13, Calif. Clifton Hildebrand, 408 S. Spring St., Suite 205
Tel. MAdison 9-2214

Minneapolis 2, Minn. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York 17, N .Y. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh 19, Pa. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. Frank X. Mattes, 611 Olive St., Suite 1814
Tel. MAine 1-6992

Salt Lake City 1, Utah. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

Syracuse, N. Y. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 63-6-5561

Wichita 2, Kans. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

to take part in any way in union activities. Finally, of course, if a majority of the employes represented by the union do not want to continue to work under such a union security agreement, they can reject it at any time in an election supervised by the NLRB. In other words, an agreement for the union shop is not perpetual; it can be revoked at any time if a majority of the workers become dissatisfied with it.

While 14(a) of the Taft-Hartley Act prohibits, as a matter of national policy, a state from establishing a closed shop, 14(b), like Pilate, washes its hands of any responsibility and permits a state to outlaw the union shop. It gives them, in effect, a hunting license to prohibit employers and employes from coming to a voluntary agreement to establish the union shop under free collective bargaining.

The widest possible range of other topics can be agreed upon under agreements without state interference, ranging from fringe benefits, to the power of supervisors, to the amount of washroom time, coffee breaks, and even toilet time. But not union membership. If a state so decides, however malapportioned its legislature, that it wishes to take itself out of the stream of national labor policy on the union shop, it can do so. It is not too much to repeat that it is given a hunting license to weaken or break the unions if it so decides.

Let me emphasize this point. The repeal of 14(b) would not require the establishment of "compulsory unionism" or a union shop by law. It would merely mean that if a union representing a majority of the employes and an employer through a joint agreement should decide to institute a union shop, they would be allowed to do so. It would NOT mean that, if they do object to a union shop that they will be forced by law to establish one.

The minority may have to accept the judgment of the majority, fairly arrived at, but this is not a violation of the minority's civil rights. The minority will still be free to dissent and to organize opposition groups. If it can become a majority, it can then take itself out from the union shop proviso.

Secretary of Labor Willard Wirtz has well stated, "The issue underlying the question of whether 14(b) should be repealed is not, therefore, whether there is to be a 'right to work.' It is rather whether there is to be a **right to decide."**

What 14(a) and 14(b) do, in effect, is to allow the anti-union forces to practice a "heads I win, tails you lose" game against labor. When unionism can be hurt by national law, 14(a) does so by prohibiting the closed shop as a national policy. Recognizing that a national "right to work" act could not be passed even in 1947 at the time of Taft-Hartley and the post-war reaction, and that the union shop could not be prohibited as a matter of national policy, the framers of the Taft-Hartley Act proposed instead to chip away at this indirectly by giving the states free rein to outlaw them. This forced the friends of labor to fight on what were then 48 separate fronts and to do so before legislatures where the areas representing wage and salaried employes were, and, indeed, still are, grossly underrepresented.

If the closed shop is a matter for national policy, as I believe it is, so is the union shop. The federal government therefore should not waive jurisdiction and permit state legislatures to determine what should be national policy. I submit that this national policy should permit employers and employes to agree on a union shop, under the conditions I have outlined, if they so desire.

The first great advantage of the union shop is that it eliminates the "free rider", namely, the man who takes all the benefits the union can win for him in the form of wages, hours, fringe benefits, working conditions, job protection, etc., but who refuses to contribute to the support of the organization which does all this. Unfortunately, there are many who like to reap what they have not sown and to claim as a right what others have won for them without giving anything in return.

For let us clearly recognize that a union cannot confine the benefits it wins to its own members. The working conditions, wages and hours apply to all in the bargaining unit. So is it not only fair that all should pay for the expenses of collective bargaining from which all benefit? I believe the vast majority of Americans believe in this basic principle and that if the issue were fairly and fully presented to the people of the country, they would on this ground alone repeal the prohibitions imposed by 14(b). Of course, another vital point is the allied fact that hostile employers can use the absence of the union shop to undermine the unions and thus weaken and indeed ultimately eliminate collective bargaining. Controlling the hiring process as they will, they can concentrate on hiring workers known to be allergic to union membership and activities.

Civil Engineers
Project Engineers
Circuit Designers—Checkers

for

RAILWAY/RAPID TRANSIT/INDUSTRIAL

Union Switch & Signal Division of Westinghouse Air Brake Company has immediate openings for experienced Civil Engineers, Project Engineers, and Circuit Designers/Checkers. Engineering degree preferred but not a requirement if equivalent experience can be shown. Salary commensurate with experience and capability. Excellent growth opportunity.

Send resume to, or telephone collect:

Mr. L. K. Hedding, Manager
Project Engineering Department
Union Switch & Signal Division
Westinghouse Air Brake Company
Pittsburgh, Pennsylvania 15218
Phone: Area Code 412 242-5000

An Equal Opportunity Employer

Here it should be remembered that there are frequent changes in the composition of even a constant level working force. New men will be continuously hired to replace those dying, retiring, and leaving, and the working force can then be increasingly infiltrated by anti-unionists. These men will not join the union and the result, in a large percentage of cases, will be that the strength of the union will be steadily on the decrease while that of its opponents will be steadily rising.

When it comes time to renew the contract, the employer, if he is anti-union, will be in a much stronger position to break off relationships and run a non-union shop. Time, under an anti-union shop law, will therefore not be neutral, but will tend to operate powerfully against the union and the continuance of collective bargaining. Without wishing to impute bad motives to those who do not possess them, it can safely be suggested that this is the main reason why many anti-union employers and their supporters are strong advocates of state "right-to-work" laws and are fighting to head off the repeal of 14(b). The so-called "right-to-work" laws of the Southern states have certainly played a large part in making it extremely hard for labor to organize and bargain effectively there, and have therefore helped to keep wages and working conditions down in that area.

It is not an accident that in the 19 "right-to-work" states, only 13 percent of the non-agricultural workers were organized in the AFL-CIO unions in 1962 as compared with 28 percent in the other states and that the drop in membership between 1958 and 1962 was nearly twice as great in the "right-to-work" states as in the others. These laws are definitely an important part of the anti-union apparatus of these states and an important factor in preventing unions from gaining a strong foothold in the textile, furniture, lumbering and chemical industries of the South while it has held back unionism in the states beyond the Mississippi and Missouri Rivers and in the Mountain states as well.

As one who believes that unions have, on the whole, played and are playing a very constructive role, not only in labor-management relationships, but in the general life of our country, I believe that the state anti-union shop laws are bad public policy and, hence, that section 14(b) should be repealed.

I think it is also obvious that the so-called "right-to-work" statutes also play a part in keeping wages lower than they would otherwise be. Testimony was introduced before the Senate Labor Committee and showed that hourly manufacturing wages in these states during the last ten years have varied for 21 to 29 cents an hour below the national average, and that the five states with the lowest hourly earnings in the entire country are all "right-to-work" states, namely, North Carolina, South Carolina, Georgia, Mississippi, and Arkansas. I, of course, do not maintain that the "right-to-work" laws are the sole cause for these lower wages. I simply say they are contributing factors.

There are two further objections which need to be considered. The first was very prominent at the time of House consideration of the original bill (H.R. 77), namely, the charge that it violated the moral rights of those who, on religious or ethical grounds, could not conscientiously be members of a union or contribute to its support. There are not many such genuine conscientious objectors, but there are some very sincere ones. These are notably members of religious sects, such as the Plymouth Brethren, Seventh Day Adventists, Mennonites, Amish, branches of the Brethren, and some other small sects. To meet the scruples of this group, language has now been inserted in the Senate version before us as follows:

(c) Section 8(a)(3) of such Act is further amended by striking the semicolon at the end thereof and adding the following: ", or (C) if he has reasonable grounds for believing (i) that such employe has been issued a certificate by the National Labor Relations Board either that he is a member of a religious sect or division thereof, the established and traditional tenets or teachings of which oppose a requirement that a member of such sect or division join or financially support any labor organization, or that, even though he is not a member of such a religious sect or division thereof, he holds conscientious objections to membership in any labor organization based upon his religious training and beliefs in relation to a Supreme Being involving duties superior to those arising from any human relation, and (ii) either that such employe has timely paid, in lieu of periodic dues and initiation fees, sums equal to such dues and initiation fees to a nonreligious charitable fund exempt from taxation under section 501(c)(3) of the Internal Revenue Code, designated by the labor organization, or that the labor organization has failed upon request to designate such a fund or waives such payment, or (iii) that such employe has complied with alternative arrangements mutually agreed upon by such employe and such labor organization;"

This language was added so that they and others who hold such religious beliefs, even though not formally church members, are not to be compelled to join the union even if it were to win a union shop election in the manner I have indicated.

In order, however, to prevent religious grounds from being used merely to free the worker from financial payments, it is provided that in these cases the exempted worker shall have to pay the equivalent of the periodic dues and initiation fees either to a non-religious charitable fund exempt from taxation which can either be designated by the union or jointly by the union and management or by his church, or the union can free the worker completely from payments. This seems a very happy solution and I am very glad that it has been adjudged satisfactory by representatives of the churches involved. It should meet any legitimate criticism on this score.

A second technical objection to the union shop is the charge that some men do not want to have the dues they pay into a union used for political purposes. But this ignores the prohibitions and limita-

Administration Will Push for Repeal of 14(b) Next Year

Vice President Humphrey and Secretary of Labor Wirtz said the Johnson Administration will take the lead in pressing for repeal of 14(b) next year.

In a press conference at Hot Springs, Virginia, Vice President Humphrey said Administration leaders will "do everything in our power" early next year to effect repeal of 4(b) of the Taft Hartley Act. This section permits states to ban union shop contracts.

Secretary Wirtz told members of the Committee on Political Education (COPE), AFL-CIO ladies, that the Administration "will take the lead in pressing for approval of repeal of 14(b) next year."

Changes in the unemployment-compensation and minimum-wage laws are also "high priority" items, Mr. Humphrey said, expressing optimism that filibustering against 14(b) could be more easily overcome early next year, when Senators aren't pressed by out-of-town fall speaking engagements.

tions which are already imposed by law governing such expenditures. By both the Taft-Hartley Act and the Labor Management Relations Act of 1959, unions are prohibited from contributing to political parties or candidates for election purposes. Such money as is used for these purposes is raised instead by voluntary contributions through the Committee on Political Education (i.e., COPE). If a union member does not want to give for such causes, all he needs to do is to refrain. No such contribution is compulsory and, as a matter of fact, a large majority of the members of the AFL-CIO do not contribute to COPE or to any similar group.

Unions and employers alike can spend money to register votes and to advocate or oppose specific pieces of legislation. I think it is only fair and proper that they both can do this, but I wish to stress that this right should be mutual. If it is an admitted right of employers and corporations, it should also be the right of labor and of unions. If denied to labor, it should be denied to capital.

The Inconsistencies Created by the Integrated Bar Laws

I have been somewhat amused by letters which I have received from many lawyers bitterly opposing the union shop, defending the existing Section 14(b) and opposing its repeal. These men are generally, in the same breath, advocates of the so-called acts to establish an "integrated bar." Such state laws require membership in the bar association as a prerequisite to practicing before the court of the state. The various bar associations are private institutions making their own rules and procedures. In the states which have an integrated bar, no matter how able and learned or virtuous a man may be, he cannot practice before the courts of the state unless he is a member of this private organization or guild. If expelled from the bar association, he loses his right to practice and is shut off from earning a living by the actions of a private body.

I have never heard a lawyer protest against these integrated bar statutes. On the contrary, it has been legal pressure which got them enacted in the first place and which furnishes the driving force to extend them.

Now let us call the roll of these integrated bar states. The Library of Congress has furnished me with such a list. They are Alabama, Alaska, Arizona, Arkansas, California, Florida, Georgia, Idaho, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin and Wyoming. So with Arkansas, which has a state-wide disciplinary organization of which practicing attorneys must be contributing members—an integrated bar in effect—28 states have integrated bars.

It is interesting that 15 of these states, namely, Alabama, Arizona, Arkansas, Florida, Georgia, Mississippi, Nebraska, Nevada, North Carolina, North Dakota, South Dakota, Texas, Utah, Virginia, and Wyoming also have so-called "right-to-work" statutes which prohibit unions and employers from agreeing that workers should join the recognized unions after they have been hired. Here we have the state using its powers to compel lawyers to join their professional association and, at the same time, prohibiting employers and employes to agree upon a similar procedure for workmen. The lawyers apparently take the position, "It's all right for me, but absolutely wrong for you."

The law is supposed to be a profession which requires logic in a high degree. But the logical and ethical inconsistencies in these situations pass human understanding.

I have heard lawyers attempt to defend these contradictions on the ground that the bar associations are alleged to be Simon pure professional bodies while unions are purely economic organizations. But this misses the mark by a very wide margin. By its large degree of control over entrance and exemption, the bar can largely control the number of practitioners and, hence, indirectly their incomes and their behavior. In their conversations with each other, it is possible for them to work out common policies on fees and their attitudes towards gratuitous legal services to the poor. I do not believe that any fair-minded lawyer can deny that these and other matters of an economic nature are considered and formally or informally acted on by the members. The codes of conduct are moreover often of an economic as well as of an ethical character.

Unions, on the other hand, perform some of the functions of the old guilds and of the modern professional organizations. They set standards of competency and help enforce them. They often contribute money individually and organizationally for charitable purposes.

Notice, moreover, that the "integrated bar" statutes are compulsory membership laws imposed throughout a jurisdiction by the coercive powers of the state. The union shop agreements are not imposed by the state upon industry but are voluntary agreements entered into by labor management.

The repeal of 14(b) would therefore give only permissive power to the interested parties to agree on such an arrangement whereas the much touted proposals for an integrated bar, dear to the hearts of so many lawyers, are both mandatory and statewide in character.

Hitherto I have been arguing on the basis of principle as to why we should repeal 14(b). And this should be the primary consideration. But we also need to consider the effects of the so-called right-to-work laws upon wages and employment in the 31 states which do not have such laws and where the union shop is not illegal.

Frequently I have heard of plants in Illinois which have picked

Labor Supports Bill To Close Loophole in Bank Holding Company Act

Railway labor will support enactment by Congress next year of "as broad a bill as is possible," to close existing flagrant loopholes in the Bank Holding Company Act, chairman G. E. Leighty of the Railway Labor Executives' Association has assured Senator A. Willis Robertson, chairman of the Senate Banking Committee.

The House passed a bill on this subject on September 23 and Robertson has announced he will hold Senate hearings on the matter early in 1966.

The Bank Holding Company Act of 1956 subjects bank holding companies to regulation by the Federal Reserve Board and seeks to prevent common control over both banks and non-banking enterprises. The Act, however, contains a number of loopholes.

This year's original House bill, sponsored by Rep. Wright Patman (Dem., Tex.), would have closed one of these loopholes affecting testamentary trusts and foundations. Patman's bill was broadened on the House floor to wipe out substantially all the exemptions and exceptions in the Act.

In a letter to Robertson, Leighty said railway labor supports the principal features of this House-passed bill, of a somewhat similar bill sponsored by Robertson himself and of another bill on the subject sponsored by Senator Wayne Morse (Dem., Ore.).

up and moved to some southern right-to-work state because wages are lower there than they are with us. The employer also feels protected against the unionization of his employes not only because of the opposition to unionism on the part of the police, the Chambers of Commerce, and the local power structures, but also because of the right-to-work laws. This factor also helps to swing new plants in certain industries away from the non-right-to-work states to those which have such laws. This is particularly the case in the ten southern states, but I believe it is also one factor, for example, in the movement of meat packing west of the Mississippi and into the high plains.

Moreover, the products of the right-to-work states with their generally lower wage scales and less liberal social legislation inevitably enter into competition with those

from the other states and depress wages and working conditions there. The truth is that, in a national market, a state cannot live by itself, and, if it permits and encourages anti-unionism, the evil results are not confined within its borders but are spread abroad elsewhere. That is why we need a national labor policy and not one which grants to a few states the power to pull down conditions elsewhere. This is why we have a National Fair Labor Standards Act, a National Minimum Wage, and a National Labor-Management Relations Act. Why should we make an exception in the case of the union shop?

All of the above reasons indicate why I am and always have been opposed to Section 14(b). I have publicly stated my position on this issue many times. I have written thousands of letters to individuals and groups which want to retain 14(b), without pussyfooting in the slightest. When I was a member of the Senate Committee on Labor and Welfare, I voted to eliminate it. I am anxious to do it again and I am ready to defend my position on the floor of the Senate and on the political hustings.

Live A Little Longer

Coughs from Chemicals

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

AS LONG AS MEN HAVE worked they have suffered diseases and disabilities resulting from conditions and materials encountered on their jobs. The commonest occupational diseases are from irritations of the skin (dermatitis).

Occupational diseases are not only the result of things handled, but from dusts and chemical fumes breathed into the lungs. At one time chemical hazards were relatively few, but today they are numerous.

In addition to naturally occurring chemicals, a large proportion of the materials used today are derived from synthetic or man-made chemicals. Someone has estimated that every 20 minutes around the clock, night and day, a new chemical is born, about 25,000 a year. Two hundred of these new chemicals are toxic enough to produce occupational diseases in workers.

Diagnosing the causes of occupational diseases, produced by these new chemicals, makes for some puzzling problems and requires scientific detective work by doctors and other experts. With so many new chemicals confronting the professional experts it is not unusual for a diagnosis to be delayed and sometimes missed. Here is a case described in "Occupational Disease and Industrial Medicine" by Doctors Johnstone and Miller, published by the W. B. Saunders Co.

Allergy symptoms

A 40-year-old worker developed a sensation of tightness in his chest with an annoying cough and shortness of breath. After several attacks, each lasting about two days, but returning every 3 to 4 weeks, the perplexed family doctor referred his patient to an allergist, to determine whether he was sensitive to some dust or pollen. Apparently the doctor was not suspicious of any material on the job. However, after about six months the worker himself asked if the cause might be something in the shop?

Finally the employe was sent to one of the authors of the book mentioned above, a doctor experienced in detecting chemical hazards. engaged in degreasing, coating and backing electrical equipment.

Except for occasionally spraying with zinc chromate, the chemicals used were an empoxy resin, neoprene, buna rubber, perchlor-ethylene and HYLENE. The first investigation was to identify what each of these chemicals might do to the worker. All were konwn by the doctor except Hylene. This was a trade name.

The first question asked was, "Did he use all these chemicals daily?" The answer was "Yes, all except HYLENE." This was used every 3 to 4 weeks, exactly as often as he had the attacks affecting his chest. When the scientific chemical name of HYLENE (methylene bis-4 phenyl isocyanatemono chloro benzene) was revealed by the manufacturer, the doctor knew at once that it was responsible for the symptoms in his chest.

Mystery solved

The class of chemicals known as the isocyanates will do this. Here at last was the culprit. This was the end of the search. The mystery was solved. This was not an unusual case but rather typical of how diagnoses are made. Avoiding exposure to the chemical was the cure.

This is why the larger industries working with such chemicals, have available doctors, chemists and engineers who understand these problems.

If you are ever involved in such a problem, ask the doctor to have all chemicals and other materials investigated.

Important Changes Made In Railroad Retirement Law

A BILL RECENTLY SIGNED by the President makes a number of important changes in the benefit and taxing provisions of the railroad retirement program. The legislation was supported by the railway labor organizations and the Railroad Retirement Board.

Under the new law, annuities payable to wives of retired railroad employes will no longer be reduced for social security or railroad retirement benefits to which the wife is simultaneously entitled on the basis of her own employment. This resulted in substantial benefit increases to almost 30,000 wives now on the Board's benefit rolls. In addition, more than 10,000 other women whose benefits had been previously wiped out because of the reduction will now become eligible for full wives' benefits. The overall effect of this change is to do away with the last reduction for other benefits —something that many railroad employes were greatly concerned about.

Perhaps the most important and certainly the most publicized part of the new legislation is the provision which automatically adjusts the limit on taxable and creditable railroad compensation to the maximum provided by the social security law. More specifically, the railroad retirement monthly limit is pegged at 1/12th of the social security annual limit, but it cannot fall below $450. Under this provision, the monthly railroad retirement limit will remain at $450 for the remainder of this year but will go up to $550. next January.

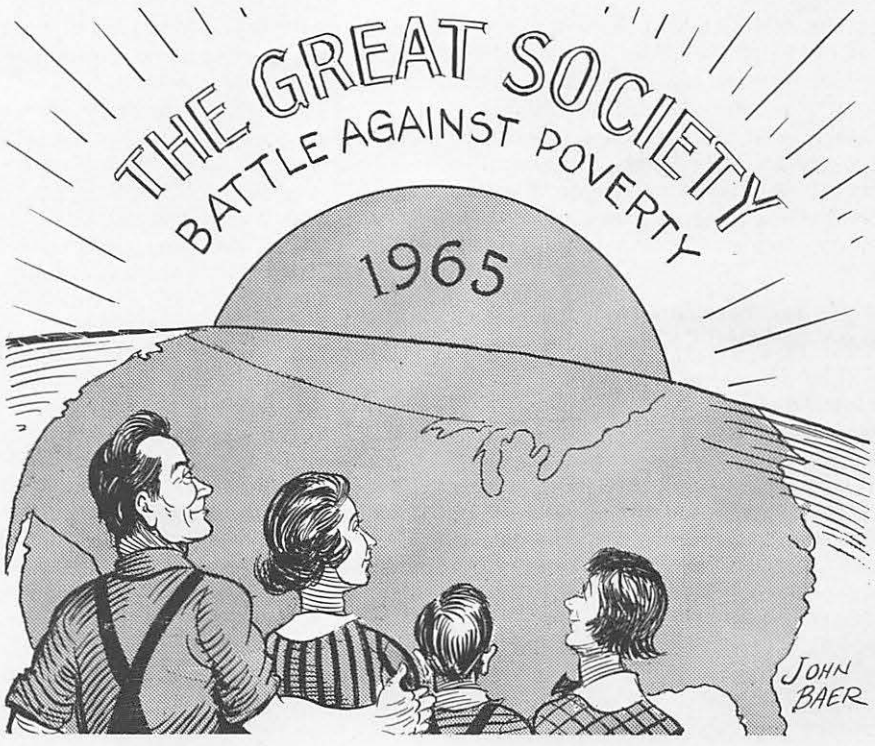
There have been attempts to propagandize railroad employes against this particular change on the grounds that it will bring with it increased retirement taxes. However, the tax angle is but one side of the story. There are other sides to it and when all it told, it becomes clear that the increase in the earnings base is in the best interest of railroad employes. It must also be remembered that the new legislation makes the tax increase gradual over a period of several years. In fact, for a part of the current year, there would be a tax decrease rather than an increase.

First of all, employes earning no more than $450 a month will not be required to pay any additional taxes by reason of the increase in the earnings base. The employes earning more than $450 a month will, as a rule, receive additional benefits that will be worth much more than the additional taxes they will be required to pay. An example which shows the effects of both the higher earnings base and the lower tax rates will illustrate this point.

Consider the case of an employe who is now 55 years old and who is earning $550 or more per month. Over the next 10 years, he will have to pay $953 more in taxes as a result of the new legislation. However, his retirement annuity will increase by roughly $200 a year. Since in the average case, an employe retiring at age 65 can expect to draw an annuity for somewhat more than 13 years, his return will be of the order of $2,600 or approximately 2¾ times as much as the additional taxes he would have paid in.

Another but also important reason for bringing up the railroad retirement earnings base to $550 per month was the desire to enlarge the role of the Railroad Retirement Board in the administration of the medicare program. Railroad employes deal with the Board in all matters pertaining to their social insurance benefits and it is in order for them to come to the Board with their problems regarding the new medical provisions. Without the higher earnings base, the Board's role in the area of medicare would be only that of an agent for the social security system. Still another advantage is that certain parts of the medicare program have been extended to Canadian railroad employes who are covered under the Railroad Retirement Act.

There were, of course, many other changes in the railroad retirement system which were brought about as a result of legislation enacted in 1965. Many benefits were increased, tax rates were changed, and the long hoped for medicare became a reality. We hope to discuss these changes more fully in a future article. Here, we will only say that many people are apparently not fully aware of the value of the health insurance coverage which they have recently acquired. By a conservative estimate, the medicare protection to a healthy person is worth about $15. a month. All aged railroad retirement beneficiaries have acquired this protection free of charge. As for employes still working, they can be assured that the health insurance protection that will become available to them upon the attainment of age 65 is well worth the special taxes they have to pay for it.



YOUR WASHINGTON Reporter

Eugene C. Zack

THE SEEMINGLY TIRELESS law-making 89th Congress kept grinding out still more public interest legislation far beyond the date it had originally set for adjournment, including several measures of particular benefit to railroad employes.

Among the latter were amendments to the Railroad Retirement Act which hiked benefits, increase the financial soundness of the railroad retirement system and provide for administration by the Railroad Retirement Board of the Medicare program for railmen over 65. Still another bill of particular interest to railmen which cleared Congress was one authorizing the expenditure of approximately $90 million over a three-year period for research and development of high-speed ground transportation.

In an action which appeared to have come too late in the session for final Senate approval this year, the House voted sweeping removal of all exemptions to the Bank Holding Company Act, including a provision which will force the powerful Alfred I. duPont Estate either to sell off its chain of 31 Florida banks or else dispose of its non-banking interests which include the strikebound Florida East Coast railroad. The Railway Labor Executives' Association had pressed strongly for adoption of the latter provision.

Fight for Revisions to Bank Holding Co. Act

The House action on the Bank Holding Company Act legislation was a major victory for railroad labor and a severe setback to "Baron" Edward Ball, the crusty ruler of the duPont Estate's vast empire. The latter had tried to prevent the measure sponsored by Rep. Wright Patman (Dem., Tex.) to end the du Pont trust's special privilege exemption from coming to a vote.

Ball almost succeeded when, after the House Banking Committee approved the Patman bill by a vote of 21 to 4, Chairman Howard W. Smith (Dem., Va.) of the House Rules Committee bottled up the proposal.

Patman successfully overcame this roadblock, however, by introducing a resolution to bring the bill before the House under the so-called "21 day rule" which liberal Congressmen pushed through last January in an effort to end Smith's notorious one-man dictation over which measure the House could vote upon.

The House first approved the resolution to pry the bill loose from Smith's committee but then it broadened the scope of the legislation, so as to end virtually all exemptions in the Bank Holding Company Act. Patman's bill originally was aimed solely at ending the most glaring exemption, written in when the law was drafted, by which the billion dollar Ball-duPont combine has escaped regulation.

The Bank Holding Company Act, which Congress enacted in 1956, bars simultaneous ownership by powerful financial combinations of both banks and non-banking businesses. The Ball-duPont combine, however, was excluded from coverage by an exemption specially tailored for the duPont empire as a "testamentary trust."

In approving the Patman bill after long hearings, the Banking Committee sought to end this special exemption. Such action was recommended by the Federal Reserve Board.

Supporters, including the railroad unions, pointed out that the exemption of the duPont Estate from the Bank Act gave Ball, one of the wealthiest and most arrogant figures in Florida, a powerful leverage to run his empire as he pleases, without regard for the welfare of his employes, the interests of the public, or the position of competitors.

In 1963 he forced "non-operating" railroad unions to strike the FEC when he adamantly refused to settle a wage dispute on the same basis as every other railroad. Since then, Ball has defied all government agencies which have tried to settle the strike and clashed with every Florida community through which the railroad runs by refusing to pay regular taxes assessed against the carrier.

Patman, praising the Bank Act as "a great step forward in the economic development of the U. S.," said that the exemption for testamentary trusts of the duPont type was a "glaring weakness which, if left untouched, could wreak havoc with the basic principles of the Act." He urged action to close this one loophole, promising that his committee would continue working on legislation to close others.

Rep. Charles E. Bennett (Dem., Fla.) pressed successfully for an amendment to wipe out all exemtions, including the one for the duPonts. This carried by a vote of 199 to 178.

When the fight was over, Patman said he was "very happy" with the enlarged scope of the bill, which he had favored all along but did not think it would pass the House without full hearings.

The Senate is expected to take up the measure early next year. Bennett released a letter from Sen. A. Willis Robertson (Dem., Va.) chairman of the Senate Banking Committee, who declared that he will "press for action" in the Senate on the bill with the Bennett amendment. Robertson himself is the sponsor of a measure to wipe out all exemptions in the Bank Act.

Transportation Projects

Under the measure to promote the developement of high speed ground transportation, the first demonstration project will be in cooperation with the Pennsylvania Railroad in the heavily populated Northeast Corridor between Washington and New York City.

New trains of self-propelled, electric-powered cars, capable of speeds up to 150 miles an hour, have been proposed for the run on schedules of three hours or less, compared with about four hours at present.

The Act permits similar demonstrations in other parts of the country and authorizes wide-ranging research on ground transportation on land. The aim is to try to make rail passenger traffic once again attractive enough to woo back passengers it has lost to the now overcrowded airlines and highways.

Amendments adopted at the urging of the rail unions insure job protection for any employes of a carrier who might be adversely affected by any demonstration project.

You Set the Stage for 'Right to Work' Repeal

YOU SET THE STAGE FOR repeal of union-busting "right to work" laws.

You wrote the script and you helped supply the cast.

You did it last November, when you and other union members and your friends went to the polls in record numbers and elected President Johnson and an overwhelmingly liberal Congress.

The drama could have ended differently, lamely. Indeed, it never would have occurred if you hadn't turned out last November. By the arithmetic of politics in the Congress, repeal of "right to work" never would have escaped from committee.

But you did go to the polls, and you did elect a liberal Congress, and the men and women you helped elect stood by you in the most crucial votes in years from the standpoint of working people an their unions.

There were three roll call votes in the House of Representatives dealing with repeal of Taft-Hartley Section 14 (b), which permits state "right to work" laws.

The first was a complex procedural matter, which carried 248-171.

The second was on a Republican motion to send the proposal back to committee, thus killing hopes for repeal. It was defeated, 223-200.

The final vote—to repeal 14 (b) —carried 221-203.

In each case—and where it counted so much in the second and third votes which carried narrowly — the statistic that stands out is the one showing the support for working people and unions given by the 51 new liberals you helped elect last year. With only a couple of exceptions, they were solid for repeal.

And without the newcomers, repeal wouldn't have had a ghost of a chance.

One after another, as the roll was called, they answered as you would have answered. They voted to free trade unions and their members from the so-called "right to work" laws that have harassed the labor movement for nearly 20 years.

Repeal will wipe off the books the open shop laws that now prevail in 19 states and will remove the constant threat of "right to work movements in other states.

And we repeat: It couldn't have happened without your help.

Repeal of 14 (b) is clear evidence of how your votes, and your dollars for COPE, are translated into progressive legislation. But repeal of "right to work" is only one of many such instances. Your votes and your dollars last year have helped launch an unparalleled flow of programs that will help working people and the nation.

Education, medicare expanded social security benefits, the anti-poverty Appalachia program, voting rights, housing, pollution control, manpower training improvements, public works — all these have been passed or are expected to pass soon.

Some of them are new programs, but many are ones that have been stalled for years because there was lack of a clear majority for them in the Congress.

That clear liberal majority is present now, and you helped put it there.

Incidentally, if you want to keep it there, you'll make sure to give a dollar to COPE this year to help build a backlog for next year's crucial congressional elections. Our liberal friends will need all the help they can get. And certainly, their support for RTW repeal and other liberal programs has earned it.

Coupon-Clippers Would Drool Over Returns On COPE Dollar

In The Business World, 10 percent is a healthy profit.

In the investment world, a four or five percent return is about what the coupon-clippers expect.

What do you say to a 570 percent return on investment? Or 320 percent? Or 700 percent? That's getting up there, isn't it? But it happens.

That's the kind of return you get on your COPE dollar, the buck you give to the AFL-CIO Committee on Political Education. Aw, you say, we're pulling your leg. Not so. Take a look at the excise tax repeal passed this year by the men and women your COPE dollars helped elect to Congress.

It will save you $57 on purchases (U.S. Treasury Department figures), and that's a 570 percent return.

Or take the general aid to education bill. It will pour $32 per school child into the nation's public school system and help provide better schooling for all our children. That's a 320 percent return on your COPE dollar.

Then there's the 700 percent return America's social security beneficiaries will get. About 20 million of them will receive an average of $70 more this year because Congress increased benefits.

It's impossible to judge the return on your investment that medicare will bring, but chances are it's the biggest of all. Here's just one example taken from an actual case record:

An elderly man slipped and suffered a badly broken leg. Months later, by the time the leg healed, he had run up hospital, doctors' and other bills totalling $2,481. If medicare had been in effect, he would have paid only $243.

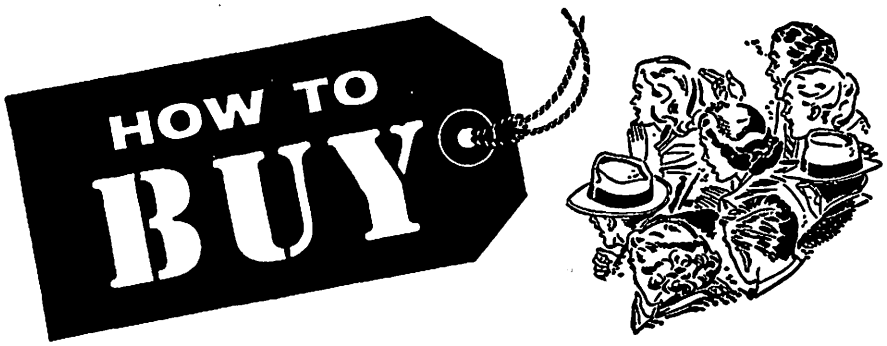
Your COPE dollar helped pave the way for medicare, for social security increases, for education and excise tax legislation. It helped bring passage this year of a flood of other progressive laws, many of which had been stalled for years.

The key to all this progress was the election in 1964 of 51 new liberals to the House of Representatives, and of course the reelection of scores of incumbent liberals. But the newcomers have spelled the difference between victory and defeat more than once. Medicare, for example, passed the House by 45 votes. Without the 51 new liberals it couldn't have made it.

The same measures that please liberals infuriate right wingers and conservatives, who are girding now for an all-out effort in 1966 to stop the flow of progressive legislation. They'll aim primarily at the 51 new liberals, many of whom were elected from marginal districts and were helped greatly by President Johnson's landslide victory. But all liberals will be their targets.

The extremist John Birch Society has set its sights on a $12 million political kitty for the 1966 elections to bombard liberals with. Other right wing and conservative groups will be throwing more money and manpower into 1966 congressional elections than ever before. They don't like the returns you've been getting on your investment of a dollar for COPE. They want to cut them back or chop them down. And they're starting now.

How about you? Have you given your buck to COPE to protect and expand the progress of the past year? It's the best investment you could make.



By SIDNEY MARGOLIUS, for The Signalman's Journal

Low-Grade Tire Revelations are Warning to Buy With Care

Working families seeking to hold down expenses, are especially endangered by the low qualities and confusing terminology in the tire business, as revealed by recent Federal Trade Commission hearings and other revelations.

The tire business always has been a jungle of misleading terminology and juggled prices. This affects your pocketbook. But the low qualities you may be led into buying, because of lack of standards, can affect your safety.

According to the testimony, the main trouble is that many tires, even those supplied on new cars, are not adequate for the load they often have to carry. Senator Gaylord Nelson (D., Wisc.), is up in arms about this danger to drivers and their families in an age of high-speed turnpike and long-distance driving.

"My files are filled with letters from people who have had tires fail on practically new cars in perfectly normal use," Mr. Nelson recently told the Senate. He pointed out, that a tire-industry official had admitted to the FTC that the test for tires for a six passenger sedan is based on the assumption that there will be only three passengers and no baggage.

The Senator revealed that Esther Peterson, the President's special assistant on consumer affairs similarly has received many complaints from the public about faulty tires and misleading advertising.

A New York State legislative committee bought three tires at $12.84 each and found two of them failed to meet even minimum blowout resistance tests. Ironically, the tires were labeled "Safety Specials." The Association of California Consumers is urging the passage there of a bill which would require that recapped tires be clearly labeled as such, and would prohibit the sale of recut or regrooved tires.

In buying a new tire, the FTC points out, you can't even be sure the size is exactly as stated on the tire and in the advertising. But size has an effect on safety as well as other performance.

In a 7.50x14 size tire, for example, the cross section is supposed to be 7½ inches with a rim size of 14 inches. But no information is given on the overall dimensions of the outside circumference. In actual practice, this important measurement appears to vary with the quality of the tire, the FTC has said. Two tires both labeled 7.50x14 can be quite different in actual size, and thus in performance.

Nor, as the public has been warned before, can you depend on the terminology used to describe tires. In the new publication, *U.S. Consumer,* Beatrice Schalet pointed out that designations such as "first line", "second line", "100 level", "original equipment," or "premium" have no established meaning. These designations can mean whatever the manufacturer wants them to mean. In fact, one auto club test found that premium tires of different makers varied 20-80 per cent in their stopping ability.

Similarly, the FTC has pointed out that such words as "super" and "de luxe" appear in the brand names of premium, first, second and third line tires. The buyer has no dependable clue to the real grade of the tire except, to some extent, price. And when the tire is offered as a purported bargain, the price may serve only to mislead as to grade.

Government technicians testified that the tire industry's standards are below even the Government minimums set in 1953, and even these specifications need to be brought up to date, reports James Mathers, of Greenbelt, Md., Consumer Services, cooperative in the District of Columbia region.

Mr. Mathers advises that in buying a new car, remember that car manufacturers consider steerability and easy-riding qualities important. But you have to be sure the tires also can perform beyond minimum safety standards.

However, until the Government or the tire industry establishes more uniform and stricter standards, this is difficult to do. In buying a new car, if you have an option, it would be safer to order the better-grade tires. In buying replacement tires, which is an even more widespread and tougher problem, you need to avoid very cheap tires even if you do not expect to keep a car long. Some of these sell for as little as $8-$10 in the 7.50x14 size. Most of the better grades are over $15.

As a rule, better-grade tires are heavier, have a wider, flatter tread face, and noticeably deeper tread grooves. They also feel heavier when you lift them, than do cheap tires. Well-made tires also have numerous cross cuts or hook-shaped "sipes" in the tread. This aids traction, assists in stopping and enhances skid resistance.

Station wagons especially need extra heavy duty tires, the hearings brought out.

Attention All Rails

Rail workers nearing age 65 have special situations confronting them as a result of the passage of the Medicare Legislation.

Rail workers who will be 65 before January 1, 1966 who wish to participate in the supplemental medical benefits provided in the Medicare Legislation MUST sign up with appropriate governmental agents before March 31, 1966.

Failure to take this step will bar the railroader from the program until October 1, 1967, when the enrollment period again opens. Such individual will be precluded from obtaining medical coverage, under the supplemental plan, until July 1, 1968.

Additionally the supplemental plan will cost the individual more if he delays his enrollment. Under the Federal law establishing Medicare the premium fee will be increased for him by the amount of 30¢ per month.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Great Northern

WHITEFISH, MONT. (154). Gene Linhoff, signal maintainer at Willmar, Minn. almost met with disaster while fishing during his vacation. His boat overturned, however, he was able to cling to the boat until help arrived. A skin diver recovered all of Gene's fishing gear.

Bob Peterson, local chairman on the East end, held a union meeting at Carleton, Minn. on September 11. This meeting was well attended. The following were present: Milo Nichols, Grand Rapids; Ray Smith, Calumet; Leonard Brandt, Kelly Lake; Ralph Codden, Brookston; Mike Mikels, Superior; Toivo Setela, Isanti; Norman Miller, Carleton; and crew foreman Bill Carlson, Mesabi Div. The other fellows are signal maintainers. A note of interest, Norm Miller is Mayor of Carleton.

Mr. Lehrke, signal supervisor at Willmar, has arranged a maintainer's meeting to be held once each month for the next six months. A sales representative from one of the signal supply companies will be present at each of these meetings. As G.N. equipment is purchased from these companies, their contributions should prove to be both interesting and educational. Perhaps other supervisors will take note.

Brotherhood representatives met with representatives of the Company in St. Paul on November 1 to discuss "Job Protection" and "Job Stabilization."

The building of the Libby Dam should get into full swing next year, and we will need an implementing agreement. A.L. BUCKLAND

Santa Fe

AMARILLO, Tex. (161). Our regular meeting was held October 16. There were 14 members present.

Two of our brothers, J.M. Richardson and C.M. Gunn, were presented with 25 year membership pins. Retired Brother F.A. Bradley from Pampa, Texas, was present to attend this meeting.

During the afternoon Mr. Robert Bush from the Railroad Retirement Board discussed provisions of the Railroad Retirement Act and answered questions. We enjoyed his visit very much.

Signalman W.L. Kite is still in the hospital as a result of injuries sustained in an automobile accident. A donation was taken up at the meeting to help him with some of his expenses.

Andy Hill, signal maintainer at Panhandle, is off work because of illness. He is being relieved by Signalman C.J. Adams. H.C. MOSELY

Union Pacific

NORTH PLATT, NEB. (8). Brother Simon A. Ramer, a member and former officer of our Local retired June 30. Brother Ramer who has served as Vice Chief and Chief Signalman began his signaling career with the U.P. May 7, 1923 on a signal gang in Wyoming. He has worked in all the states of the Eastern District of the U.P. in various capacities. Brother Ramer began in the maintenance shop in Omaha, Nebraska during May, 1943, and remained there until 1948 when maintenance shops were consolidated in Pocatello, Idaho where he continued his work until retirement. He had completed 42 years of continuous service.

Brother Ramer and his wife have returned to Omaha and reside at 2601 North 69th St., Omaha, Nebraska 68104. Simon said that they have been "busy settling down and getting used to the high humidity after being in Idaho so long."

The officers and members of Rock Springs Local wish their former Chief and his wife a long and happy life of retirement. We hope Brother Ramer can now accomplish all he dreamed of doing while working toward his retirement. We will always have our door open for him at our meetings. L.C.S.

P.R.R.—P.R.S.L.

MAGNOLIA, N.J. (58). Our regular meeting held October 13 at Hammonton, N.J. was opened by Chief Signalman E.S. Reed at 8:30 p.m.

Local Chairman George Henry reported on those men who have been laid off. They are: Joseph J. Trifiletti, Thomas F. Seher, and Robert Virtue. The P.R.R. picked up Seher and Virtue, and Trifiletti went back as block operator on the P.R.S.L.

Your secretary wants to thank the members of the P.R.S.L. and the P.R.R. for your pledges for the United Fund. He collected over $1200. Thanks.

Our October meeting was not well attended. Please try to be at our December meeting. We have very important news on the Camden to Kirkwood High Speed Line. We need your vote on these affairs.

Those present at this meeting were: G.L. Henry, E.S. Reed, J. Nack, W. H. Gilbert, W. E. Coho, R. W. Schwartz, W. Gifford, and C.J. Capone.

JAMES L. NACK

M.P.—H.B.T.

PASADENA, TEX. (206) Our regular quarterly meeting was held at the Ben Milam Hotel, Houston, Texas, at 9 a.m., October 10. There were 18 officers and members present, and we were honored by the presence of Brother R. J. Jones visiting from Local No. 72.

Business included the approval of the Minutes of our last meeting. A report by the grievance committee on claims that are being progressed was heard, and several new items which will be progressed as claims were brought to the attention of the committee. We wish to urge all members to report to the committee all violations of our agreements as this is extremely important to maintain their effectiveness. There was a discussion of the Scope and Classification rules of the new H B & T Agreement, and a further meeting of H B & T Members is planned for an open discussion of the entire Agreement.

The application for membership of Brothers K.G. Black, W.L. Green, R.D. Ashworth, and L.W. Bass were unanimously accepted. We welcome them and invite them to actively participate in our meetings and business.

Brothers Corona and P.F. Gest are on the sick list. While we do not know the full extent of their ailments, we understand that it will be some

time before either will be able to return to work. We extend to each our best wishes for a speedy recovery.

Our next regular Meeting will be held at 9 a.m., January 9, 1966 at the Ben Milam Hotel in Houston; all Members are urged to be present.

A.T. PAYNE

A Plea for Help

Brother W. L. Kite of Local 161 was a victim of a tragic automobile accident a few weeks ago. Brother Kite has worked on the Plains-Slaton Division since August of 1960 and previously worked on the Gulf Coast and Santa Fe Railroad for a period of about one year in this Department.

As a result of the accident Brother Kite is paralyzed from the waist down.

If we have ever had a Brother that has been in distress, this Brother certainly is. He will only have a limited time for an income from the sickness benefits of the Railroad Retirement; after this source of income has been exhausted, he will have to rely on a small income which he is entitled to from Social Security Benefits. His medical treatments are also limited through our Railroad Hospital Association.

At the regular meeting of Local 161 held in Amarillo on October 16, the members in attendance each donated $5 in order to start a fund for Brother Kite. Local Chairman A. V. Davis has accepted responsibility for handling this fund. If you can find it in your heart to donate any amount for this Brother, I know it will be very much appreciated.

Brother Kite is now in the North West Texas Hospital located at Amarillo, Texas. His home address is 912 Gifford Street, Brownwood, Texas.

Please mail all donations to Brother A. V. Davis at 8400 Wilshire Drive, Amarillo, Texas.

Robert Dillon

Obituary

Harry E. Easton, member of Local 8, Union Pacific Railroad, was killed recently while driving his own pick up truck. He was 45.

Brother Easton was signal maintainer at Bosler, Wyoming at the time of his death.

The officers and members of Local 8 extend deepest sympathy to his widow, children, and other surviving members of his family. L.C.S.

Joseph R. Mackley, member of Local 8, Union Pacific Railroad, was killed recently while attempting to remove a brake drum from an old car body. He was 31.

Brother Mackley was signal maintainer at Bitter Creek, Wyoming at the time of his death.

The officers and members of Local 8 extend deepest sympathy to his widow, children, and other surviving members of his family. L.C.S.

Norman E. Williams, member of Local 89, Chesapeake & Ohio Railway, passed away recently. He was 43.

Brother Williams was assistant signal maintainer at Buchanan, Va. at the time of his death. He was a veteran of World War II and received the Purple Heart in action at St. Lo. He was a member of the Masonic Lodge.

He is survived by his widow, a son and a daughter, to whom the officers and members extend deepest sympathy.

C. R. LONG

James Moore, retired member of Local 152, Southern Pacific Railroad, passed away recently. He was 75.

Brother Moore was relay repairman at Portland, Oregon at the time of his retirement September 30, 1965 after completing 38 years of service.

A faithful member of our Brotherhood, he was a charter member of our Local and had held several offices.

The officers and members of Local 152 extend deepest sympathy to his widow and other surviving members of his family. ED.

R. C. Fortner, retired member of Local 119, Chicago, Burlington & Quincy Railroad, passed away September 23, 1965. He was 73.

Brother Fortner was a charter member of Local 119. He was the Local's financial secretary from 1918 through 1920 and secretary-treasurer of the Burlington Grievance Committee for many years.

Brother Fortner was a sincere union member and did much to advance the cause of our Brotherhood.

He was signal maintainer for 42 years in Hastings, Nebraska, retiring in 1960.

The officers and members of Local 119 extend deepest sympathy to the surviving members of his family.

G. I. PIERCE

A. H. Mac Dowell, retired member of Local 86, New York Central Railroad, passed away recently. He was 75.

Brother Mac Dowell was signal foreman at Utica, New York at the time of his retirement in 1955 after completing 35 years of service.

The officers and members of Local 86 extend deepest sympathy to the surviving members of his family. ED.

Gavin Burt, retired member of Local 190, Delaware & Hudson railroad, passed away recently. He was 71.

Brother Burt was maintainer at Windsor, New York at the time of his retirement December 7, 1961 after completing 48 years of service. He had been a member of our Brotherhood since September 18, 1918.

The officers and members of Local 190 extend deepest sympathy to the surviving members of his family. ED.

Louis J. Rohr, member of Local 9, Chicago & North Western Railroad, was killed in an auto-train collision in Green Bay, Wisconsin on Sunday, September 19, 1965. He was 50.

Brother Rohr had been employed by the Kewaunee, Green Bay and Western Ry. since April of 1935. He worked as a section man until April of 1942 when he transferred to the Signal Department as signal helper. From December, 1943 to January of 1950 he worked as a signal maintainer. At that time he was appointed signal supervisor, which position he held until September, 1962 when he reverted back to the job of signal maintainer at Green Bay, Wis. for the same railroad.

Brother Rohr became a member of our Local in September, 1962 and had been a regular participant of all Brotherhood meetings. His presence will be greatly missed.

His wife also perished in the accident. They are survived by two sons and one daughter to whom the officers and members of Local 9 extend their deepest sympathy.

A.E. NENN

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

Name _____

Lodge No. _____ **Cert. No.** _____

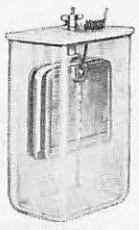
Street or Box Number _____

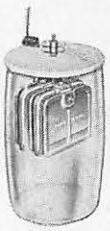
City _____ **State** _____ **Zip Code** _____

Copper Oxide Cells

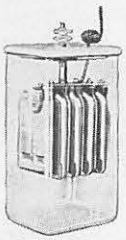
S-90

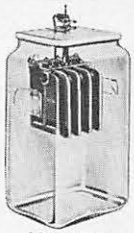
S-252


S-500

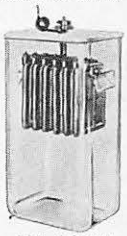

M-500

M-1000


HA-500


HA-900

HA-1000


HA-1302

Storage Batteries

11 TYPES
(B4H Illustrated)

Carbonaire Batteries

2-S-J-1

ONLY ONE OF THESE EDISON PRODUCTS HAS NEVER BEEN USED IN RAILWAY SIGNALING AND COMMUNICATION SERVICES

Can You Find It?

(Check bottom of page to see if you are correct)

Y

BY

TR

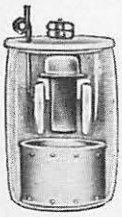
3-S-J-1

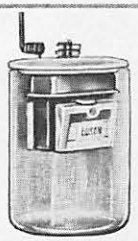
2-S-L-2

Renewable Carbon Cells

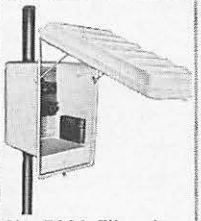
A-500

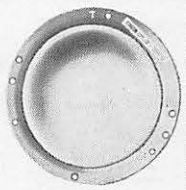
A-1000


RE-1000

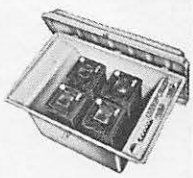

SFA-1005

Signal and Battery Accessories


No. 5000 Fiberglass Telephone Box

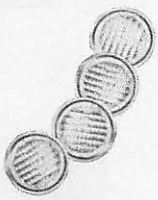

Signal Lens Protector

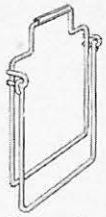
Carbonaire Test Meter


No. 5000 Fiberglass Battery Box

No. 2500 Fiberglass Battery Box

Steel Battery Box


Stimsonite* Switch Lamp Lens


Carbonaire Battery Carrier

Switch Lamp Lighting Kits

Only EDISON can offer you a complete line of signal batteries to choose from—plus a constantly expanding line of top quality signaling accessories.

*Manufactured by Elastic Stop Nut Corp. of America
Distributed by Thomas A. Edison Industries

THOMAS A. EDISON INDUSTRIES
PRIMARY BATTERY DIVISION, BLOOMFIELD, N. J. 07003
McGRAW EDISON
PBI MEMBER

(The Type BY Carbonaire Battery is used exclusively for aids-to-navigation service)

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454

Don't plant the seeds of future high maintenance costs when you bury your *URD cable!*

When your cable goes down in the ground, your maintenance costs may be headed drastically up—unless you *know* the cables are in to stay.

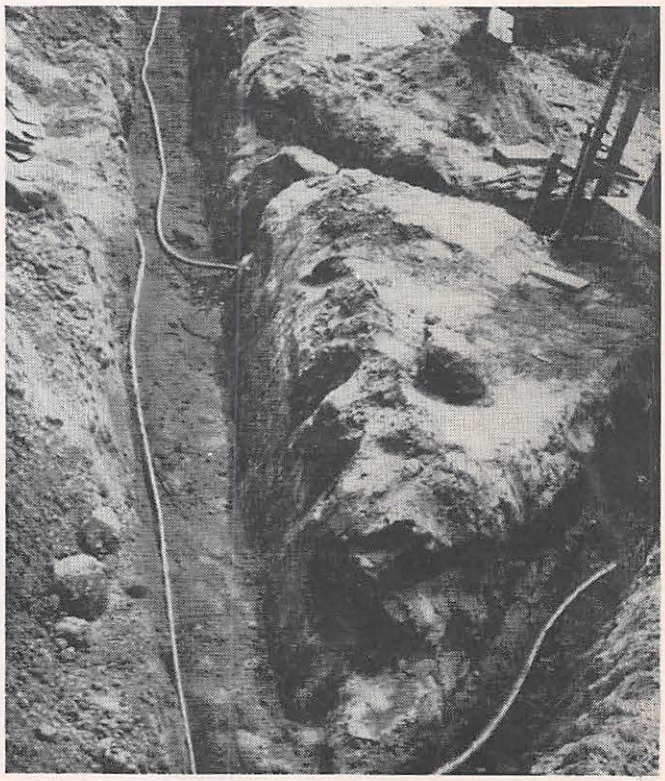
But you cannot know for sure unless you bury cables with insulation *proved* to last a lifetime, and of up-to-date design based on sound and progressive engineering practice.

Initial "savings" on cables that are *less than thoroughly proved* turn into a bumper crop of extra cost if you have to dig up the cables in seven to seventeen years.

Ask if the "savings" offered will cover maintenance and replacement cost (allowing for labor costs at tomorrow's probable rates!) Will they pay for replacing lawns, and trees and shrubs, grown in size and value? *Can* it pay you enough to offset the effects of customer attitudes soured by needless digging?

No one can afford to use a URD installation as a cable-testing laboratory. Nor does he have to. There are Kerite URD cables existing *now* that have been proved in operation over many voltage ranges, in every kind of underground environment. No URD cable you can buy today is more thoroughly proved, more *modern* than Kerite.

The Kerite Company, 30 Church St., New York 7, N. Y.



Kerite

the cable that lasts . . . and lasts . . . and lasts